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11.30 ,,	,,	12.45 p.m.	... ,,	15 ,,
12.45 p.m.	,,	1.15 ,,	... ,,	10 ,,
1.15 ,,	,,	1.45 ,,	... ,,	15 ,,
1.45 ,,	,,	2.15 ,,	... ,,	10 ,,
2.15 ,,	,,	5.00 ,,	... ,,	15 ,,
5.00 ,,	,,	8.10 ,,	... ,,	10 ,,

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1.00 p.m.	,,	5.00 ,,	... ,,	15 ,,
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Y 11.50	,, (,,)	Lv.	11.50 ,,	,,	,,	,,
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R 9.60	,, (Russian Train)	Lv.	* 8.30 ,,	,,	,,	,,
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SOUTH BOUND.

Connecting at Harbin with	State Express from St. Pet'g.	State Express from Moscow	Wagon-Lits from Moscow

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	Changchun (,,)	Ar.	* 6.30 ,,	,,	,,	,,
Y 11.50	,, (S.M.R. Train)	Lv.	7.00 ,,	,,	,,	,,
	Mukden (,,)	Ar.	1.50 p.m.	,,	,,	,,
Y 14.95	,, (,,)	Lv.	2.10 ,,	,,	,,	,,
	Dairen (,,)	Ar.	10.20 ,,	,,	,,	,,
Y 40.00	,, (Steamer)	Lv.	Noon.	—	Thurs.	Sat.
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All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTH.

DAVIS.—On August 23rd, at Yokohama, the wife of S. KENNARD DAVIS, of a son.

DEATH.

WAVELL.—On the 29th August, at Shanghai, FLORRIE GLADYS, daughter of Capt. and Mrs. H. A. WAVELL, aged 3 years and two months.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 4TH, 1913.

THE figures given in a telegram to-day relating to the compulsory training of the youth of Australia for defence supply a convincing answer to those who have been so eager to anticipate the failure of the legislation enacted by the Commonwealth in 1909 to provide a more satisfactory defensive force than had hitherto existed. Out of 17,194 male inhabitants reaching the age of eighteen this year, and who have therefore become due to join the Citizen Army, no fewer than 16,849 have responded. These figures must give renewed zest in Great Britain to the discussion of the proposals for compulsory training which have been so eloquently and so persistently placed before the country by Field-Marshal Lord ROBERTS. When the Territorial scheme was first devised by Lord HALDANE and his advisers, it was reasonably estimated that 900,000 men were necessary for the efficient defence of the British Isles. But it was quickly found that, under the purely voluntary system, that number was not forthcoming, and the standard was lowered to 600,000. As Lord ROBERTS has been pointing out, even that greatly reduced ideal was impossible of attainment, and it was consequently further whittled down to 315,000, the present paper establishment of Home Defence—that is to say, about one-third of the number originally considered a reasonable estimate. But even of the present minimum, which Lord ROBERTS describes as "Gilbertian," the country is at the present time some 60,000 officers and men short. "Of the bare 255,000 left, 40,000 are under nineteen years of age, 50,000 last year failed to pass the very modest musketry test, and 35,000 were absent from the summer training camps." And Lord ROBERTS exclaims, "Such is the army, which, to save our pockets and our personal effort, we propose to pit against the finest regular battalions of Europe." The position is clearly unsatisfactory, and this much appears to be recognised by Colonel SEELY, the Minister of War. In a short article which Lord ROBERTS has contributed to the August number of the *British Review* it is pointed out that though the Minister of War himself has dissociated the Government from any policy of "do-nothing," it is not yet apparent that any practical result has accrued from his expression of opinion. He emphasises strongly a recent admission by Colonel SEELY that "if the price of liberty is eternal vigilance, the price of voluntary service is the willingness of all to serve," and Lord ROBERTS drives home the fact that this price is not being paid and that there is no reasonable hope that, under present conditions, it ever will be paid. In times when every effort is being made to increase the strength of Continental armies, no British Government can afford to see its defensive strength fall so far below its "reasonable estimates." "The loss of votes is a small matter compared with the loss of national security." Yet the whole question rests ultimately with those who have votes to give, and notwithstanding what the National Service League, with Lord ROBERTS at its head, has done to educate the country to the point of recognising that the time has arrived when every able-bodied young man should be compulsorily and efficiently trained to defend his country, the day seems still far off when a British Government will have the courage to go to the country, in time of peace, with a measure so widely regarded as alien to the traditions of the race. But in view of the strenuous efforts which are being made to increase the strength of the great Continental forces, constituting as they do a growing menace to our national security, something will need to be done to bring the defensive forces of the United Kingdom up to the standard deemed to be reasonable. The question is one which forces itself on public attention with growing insistence, and unless there is an abatement of militarism in Europe, compulsory service is bound to come in Great Britain. We have seen "traditions" go by the board in the case of the enactment of compulsory insurance, and we have in the Colonies men of the British race nurtured in all its "traditions of freedom," proclaiming by their example the fact that there is nothing inconsistent with the honour of a free man in giving, under compulsion, some portion of his time to military training to enable him the better to discharge his patriotic duty of defending his country, if called upon to do so.

Commander Basil Taylor, R.N., yesterday imposed a fine of $500, or six months' imprisonment in default, upon Chan Kau-chuen, master of the s.s *Cerf*, for leaving the waters of the Colony with 77 passengers without being in possession of a passengers' certificate. Lance-Sergt. G. Fox, who proved the case, said defendant had "cleared" for 12 passengers and he had 89 on board. The vessel was bound for Wuchow.

Messrs. Hughes & Hough put up to public auction on Tuesday H.M.S. *Alacrity* and the torpedo-boat destroyers *Janus* and *Handy*. The *Alacrity* was knocked down for $57,500, to a Japanese bidder, who afterwards stated that he was bidding under some misapprehension, and consequently the purchase was not completed. The reserve prices on the destroyers were not reached and no sale took place. The bidding for the *Janus* reached $10,000 and for the *Handy* $8,000.

Our attention has been drawn to a paragraph in a recent issue mentioning a case in which Mr. Winslow, the manager British section of the Canton-Kowloon Railway, is being sued for $1,000. The paragraph in question did not make it clear that this is not a private debt, but a claim against the Railway Administration. We willingly make the correction and tender our regrets for any annoyance the original paragraph may have caused. The nature of the case was not disclosed when it was mentioned in Court.

The Manila Observatory yesterday morning reported the typhoon to be in about 124deg. Long E. and 17deg. Lat. N. moving W.N.W. A chart of the track of the typhoon issued yesterday by the Hongkong Observatory showed the typhoon to be a little East of Aparri at noon.

Deep regret is felt in Peking at the death of Tong Kai-son, Director of the Hsinghwa College, whose funeral took place in the College grounds recently in the presence of the American Charge d'Affaires, Mr. Williams, and many Chinese and foreign friends of the deceased. Tong Kai-son was a member of one of the first parties of students sent to America by Li Hung-chang. He was formerly Secretary of the Waiwupu and represented China at The Hague Opium Conference, while, with Chow Tsz-chi, he organised the Hsinghwa College and arranged for the engagement of men and women as teachers. He died at the age of 55 after a long illness.

THE MAGISTRACY.

A VERACIOUS THIEF.

It is unusual for a Chinese to plead guilty at the Magistracy to larceny, but a man who was charged with the theft of 16 pieces of clothing, valued at $30, admitted to Mr. Hazeland that he had not secured the articles by lawful means. He was sent to prison for a month, and ordered to be publicly exhibited in the stocks for four hours.

ALLEGED LARCENY BY YACHT BOYS.

Detective Inspector Watt charged three Chinese—employed on pleasure yachts—with attempted larceny at Tai Pak. It appears that the defendants, one of whom was employed on the yacht of Mr. A. W. van Andel, manager of the Holland-China Trading Company, went ashore at midnight, and were chased by villagers, and afterwards by sampan people, who alleged that they had been attempting to steal copper from the bottom of a lighter which had been sent ashore during the recent typhoon. The defendants were arrested in Hongkong. The case was remanded.

RIVAL CLANSMEN GIVE TROUBLE.

Before Mr. Orme, Sergt. Mackay charged three men—two with fighting in the public street and another with assault. Mr. P. W. Goldring represented the first defendant, who, he said, was a person of highly respectable position. It was hardly likely, Mr. Goldring contended, that a man who was an elder would be seen fighting in the street with a coolie. As a matter of fact, his client was being assaulted, and called out "Save life." He was about to bring his assailant to the station when he was arrested for street fighting.—Sergt. Mackay said there was a great deal of trouble in the village with the rival clansmen. The first defendant was very quarrelsome, and was even now bound over to keep the peace for six months under a summons four months ago.—Mr. Goldring said the trouble arose out of the fact that the rival clansmen were jealous of the position of his client, and tried to annoy him. It was only when the men in the street attempted to annoy him that he interfered with them.—The first defendant was bound over in the sum of $100, the second in $50, and the other was discharged.

BIG HAUL OF ARMS AND AMMUNITION ON THE "EMPRESS OF RUSSIA."

Two Chinese were charged before Mr. G. N. Orme under the Arms Ordinance—one with being in unlawful possession of 22 Browning pistols, four Mausers, and 6,470 rounds of ammunition, on board the *Empress of Russia*, and the other with aiding and abetting. It appeared that Chief Inspector Gourlay and Sergt. Pincott went on board the *Empress of Russia*, and found the defendants sitting opposite one another in a cabin, engaged in conversation. The articles concerned in the charge were found on the bunk. Both men were then arrested.

The first defendant, giving evidence on his own behalf, said the arms and ammunition belonged to him. The other man went on board to buy them from him. He came on board on his own account, and was not sent for. Witness declared he had never seen him before. They had agreed upon the price when the police came in.

Inspector Gourlay said the defendant who had just given evidence was not the man he wanted to arrest when he went on board. He was a substitute, and was pleading guilty to possession of all the arms.

The second defendant stated that a man took him on board the steamer to look for a friend. He did not speak to the first defendant at all. The police came before his friend returned. No money was found on him, so he could not be buying arms, and he did not know, in fact, that any arms were on board.

Chief Inspector Gourlay told the Magistrate that the second defendant was a shopkeeper near Macao, and came to this Colony on the 29th August. The first man was a mess "boy" on board the steamer.

They were fined the maximum penalty —$250 each.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

A MILITARY ATTACHE'S SUDDEN DEATH.

TOKYO, September 3rd.

Major H. L. Wigmore, the Military Attaché to the United States Embassy in Tokyo, died suddenly to-day.

[THROUGH REUTER'S AGENCY.]

AN AVIATOR'S AERIAL SOMERSAULT.

FRENCHMAN'S MARVELLOUS EVOLUTIONS IN AN "AERIAL LIFEBOAT."

LONDON, September 3rd.

M. Pegoud's feat of turning a somersault in a monoplane in midair was most astounding. The machine was a Bleriot monoplane, fitted with a new arrangement of rudders and levers, which M. Bleriot, in an article, asserts gives the aviator complete control in any position, and will even enable him to fly upside down. M. Pegoud turned the machine upside down, and flew 100 yards with the wheels upwards.

M. Pegoud repeated his marvellous evolutions before a throng of civilians and military. He ascended till he was lost in the clouds, and then descended vertically with the tail upward at a most terrific rate. After reaching 500 metres the aviator with head downwards and wheels in the air, shot forwards, flying thus for 30 seconds before he resumed his normal position. He then gave topsy-turvy evolutions for half an hour, landing amid indescribable ovations.

Flowers were showered upon him, and he was carried round in triumph amid continuous cheering.

Europe is amazed at M. Bleriot's conquest of the air, and the machine is described as an aerial lifeboat.

THE DUBLIN RIOTS.

STRONG ACTION BY MANCHESTER TRADES CONGRESS.

LONDON, September 3rd.

The Trades Congress at Manchester has resolved to immediately send a Committee to Dublin to address meetings in favour of free speech, and enquire into the allegations of police violence.

The Dublin Coal Merchants' Association has decided to look out all workmen belonging to the Transport Union.

Four Nationalist Members of Parliament have asked the Lord-Lieutenant for an immediate enquiry into the conduct of the police.

The excitement increased in the evening through the collapse of two slum houses, burying thirteen families. Seven dead bodies have been recovered, and 50 are missing.

CANNIBALISM IN NEW GUINEA.

WHITE MAN'S HORRIBLE FATE.

BRISBANE, September 3rd.

Advices from Papua state that John Warmer, a middle-aged mineralogist, of German-American descent, was exploring for radium when he was killed and eaten by two native companions, who escaped.

THE PEARL NECKLACE THEFT.

FIVE MEN DETAINED IN LONDON.

LONDON, September 3rd.

Five men are detained by the London police in connection with the recent theft of a famous pearl necklace, and are expected to be brought up at Bow Street on Thursday.

The men are stated to be of Jewish appearance, and two of them are believed to be foreigners. Some of the missing pearls are said to be in the hands of the Police.

The necklace was stolen on the 15th July, apparently in the post between Paris and London. It was valued at £150,000. Much mystery was attached to the affair, as the box was delivered with the seals intact.

OBITUARY.

LONDON, September 3rd.

Professor Baelz, formerly physician to the Mikado, has died at Stuttgart.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TERRIBLE RAILWAY ACCIDENTS.

MIDLAND EXPRESS DASHES INTO STATIONARY TRAIN.

FOURTEEN PERSONS KILLED AND MANY INJURED.

LONDON, September 3rd.

Two Midland expresses from Carlisle, both southward bound, came into collision, one running at full-speed into the rear of the other on a big ascent near Hawes.

The official figures are that nine are killed and 10 injured.

A later message says that the Glasgow express had stopped at Aisgill, near Hawes, through want of steam. The Aberdeen-Edinburgh express dashed into its rear with terrific force at two o'clock in the morning. The engine went clean through the end carriage. The scenes were terrible, two coaches being incinerated.

Rescue trains with doctors were sent to the scene with the utmost dispatch.

11.50 a.m.

A Glasgow telegram says it was raining and very dark at the time of the accident. The express which had become almost stationary through lack of steam, had almost reached the summit of the Pennines, and the utmost steam was up. The guard saw the sparks of the oncoming train. The crash is described as being most terrible, reverberating over the steep mountains.

The rescue parties did most heroic work in extricating those who were pinned under the wreck. The heat was extremely fierce, and twisted the rails. Almost immediately after the smash, four carriages burst into flame.

1.30 p.m.

The dead are 10 men, two women, two children, and two men, and three whose sex is unrecognisable. Fire broke out owing to the bursting of the gas tanks. The driver and fireman of the Edinburgh express stuck to their posts and marvellously escaped.

Even men passengers, who were uninjured, arrived at St. Pancras weeping, and many could not speak about the accident.

2.25 p.m.

The dead have not up to the present been identified.

Thirteen persons have been extricated, ten being in a most serious condition.

Sir Arthur Douglas, formerly Minister of Defence in New Zealand, sustained severe burns and lies in a critical condition. A London stock broker, named George Lindsay, is also in a serious condition.

Eye-witnesses relate heart-rending narratives of seeing several people underpinned and dying in the flames with incredible heroism, spectators weeping silently and praying the while.

The similarity of the acident to that at Hawes Junction at Christmas, 1910, is remarkable.

5.35 p.m.

It is officially announced by the Midland Railway Company that the fire was due to the coal being scattered from the colliding engine.

Doctors declare that those who perished were killed instantly and were afterwards burned.

DISASTROUS RAILWAY ACCIDENT IN AMERICA.

LONDON, September 3rd.

An almost indentical accident to the disaster in England occurred on Tuesday on the Newhaven railroad. A section of an express was standing near Wallingford when the second section dashed into it. Eight people were killed and 50 injured.

LATER.

Sixteen persons were killed in the accident, which was followed by horrible scenes, the track being strewn with mangled remains.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN LOAN TO CHINA.

TO BE DEVOTED TO THE ACQUISITION OF AUSTRIAN-BUILT CRUISERS.

VIENNA, September 3rd.

Three banks have taken over £1,200,000 Chinese six per cent. Treasury bonds of an average currency of four years. They are guaranteed by the annual receipts of the Estate Transfer Duty. The major portion will be devoted to the acquisition of three cruisers, to be built in Austrian yards.

BULGARIA AND TURKEY.

SUGGESTED ANTI-GREEK ALLIANCE.

LONDON, September 3rd.

The Bulgarian delegates, General Savoff, the ex-Commander-in-Chief, and General Tocheff, who was formerly Minister to Belgrade, accompanied by two Military advisors, have left for Constantinople to conduct the negotiations regarding Adrianople and other pending questions between Turkey and Bulgaria.

Turkish circles are beginning to incline very strongly to a close understanding with Bulgaria, as a most effective ally against Greece, and even an Alliance is mooted.

The right bank of the Maritza will be the most knotty point in the negotiations. The Turks apparently intend to insist upon the retention of Demotika, Ortakeuy, and other places, but may possibly be ready to effect a deal by return concessions.

THE MARCONI SHARE TRANSACTIONS.

HEATED CORRESPONDENCE BETWEEN MR. LLOYD GEORGE AND LORD WOLMER.

LONDON, September 3rd.

A long correspondence between Lord Wolmer and Mr. Lloyd George in regard to the latter's purchase of shares in the American Marconi Company has been published. Mr. Lloyd George took exception to a public statement by Lord Wolmer that the Chancellor of the Exchequer and his friends accepted a tip from a Government contractor, by which he might have made £30,000. This Mr. Lloyd George heatedly denied, to which Lord Wolmer retorted that if the Chancellor lost, it was because he held them too long. The correspondence then goes over old ground, and concludes with a sharp passage of arms on the subject of Lord Wolmer's grandfather and father.

THE PAINTERS' STRIKE IN LONDON.

LONDON, September 3rd.

The London painters have rejected the master decorators' offer which was an immediate grant of a penny an hour extra, the other half penny to be referred to arbitration.

BRAZIL'S TRADE.

LONDON, September 3rd.

The coffee exported from Brazil for the first seven months of the present year reached the figure of 4,751,000 bags, a decrease of 274,000 compared with 1912. Rubber was exported to the amount of 22,708,000 kilos, decrease of 1,972,000 kilos.

LOSSES ON PARIS BOURSE.

The French political economist Thiery, the editor of the *Economiste European*, has calculated that French investors have lost over three milliards of francs, since the beginning of this year, as the result of the slump in prices that most securities have undergone on the Paris Bourse. In making this calculation, he has only taken into consideration 162 of the best-known stocks, more or less gilt-edged securities all of them, such as French Rentes, City of Paris Obligations, the Credit Foncier, etc., and has reached the result already mentioned by comparing the prices quoted on June 30 of this year with those ruling on December 31 of the previous year. But, as the result of the first War in the Balkans, all these stocks have been steadily falling in price since October last, so that if the losses incurred during the last three months of 1912 be added to those already taken into account, the entire loss brought about by the fall of prices on the Paris Stock Exchange during the last ten months can hardly be less than five milliards of francs.

PEKING NOTES.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 24th.

NO REWARDS FOR REBELS.

The combination which operates in Peking under the style of the Government of China is sorely testing the confidence of those who wish to believe that it really is responsible for its actions.

It constantly endeavours to prove that it is not. Two remarkable declarations of the kind have been made within one day, and that day the last to pass, to wit, yesterday.

But other contradictions have preceded these so often that the *volte face* seems to have become a habit.

Last evening there emanated from the President's Palace a circular to all foreign correspondents—or "honourable correspondents" as it styles them—announcing that the Government did not at any time offer rewards for the heads of the rebel leaders—the erstwhile "heroes" of the revolution!

"We are surprised," says the circular, "to read in foreign newspapers that we are credited with having put a price upon the heads of rebel leaders."

Of course such a denial is unnecessary—everyone knows that the Government would not do such a thing, nor would it countenance such an act upon the part of any of its officials, even though the Shanghai Municipal Council took the whole thing seriously. Nor does the appearance in a Shanghai paper of a half-page advertisement of the rewards offered for various heads give the right to anyone to suppose that such sums would ever be offered, much less paid, for such undesirable portions of "hero" anatomy.

"The Presidential Mandate only contains a statement to the effect that the rebel leaders who were mentioned are to be arrested—and does not offer to buy them dead or alive," protests the Government.

What the Government does offer is this: "If anyone knows the whereabouts of rebel leaders and gives information, or arrests them and sends them to the Government, they will be rewarded with sums of money."

The Government goes on to justify that moderate offer. "Such methods of dealing with rebels are used by all civilised countries," it says, and, holding up its hands in horror at the thought, again asserting that "we have never issued any reward for the heads of rebels," it specially pleads with the "honourable correspondents please to contradict this statement."

The *volte face* has been forced by the taunts of the newspapers of Japan; and by the action of the Government of that country. The newspapers made the most of the "civilised" methods adopted by the President of China to remove his enemies; and the Government of Japan most unmistakably pronounced itself prepared to provide policemen capable of most adequately protecting refugees from the hired assassins of the Government of China, at the same time intimating to the President of China that it had a delicate objection to any inducement being offered get-rich-quick murderers to turn civilised Nippon into a shambles.

The more than broad hint in this attitude was not lost upon the civilised statesmen "ruling" China, and forthwith they issue the lofty *dementi* quoted. The official who announced the rewards loses face—and Huang Hsin, *et al*, stand a better chance of keeping theirs upon their shoulders. After all, the world is made up of compensations!

Will the Hongkong Government be likewise affected by the stand taken by the allies of Britain in the matter of these "political" refugees? For the sake of the peace of the south it is to be hoped that they will not. Hongkong is too close to Canton to permit of the unrestrained entrances of possible plotters. Older residents of Hongkong will remember the difficulties which attended the Government in the past in this connection. They have had one or two murders on their hands, notably the assassination of a school teacher in Gage Street, carried out at the behest of the officials at Canton.

SIR FRANCIS PIGGOTT'S POSITION.

The other point upon which the Government would appear to be wishful to prove that it is not responsible for its actions is connected with the status of the ex-Chief Justice of Hongkong, Sir Francis Piggott.

It will be remembered that Sir Francis came to Peking over a year ago ostensibly to take up a position as legal adviser of the Chinese Government. The appointment to that post never materialised. Whatever claims Sir Francis may have had were left out of consideration, and a Japanese and an American were appointed. But Sir Francis was made of a tougher material than many supposed and he continued to press his talents upon the Chinese.

There were many who realised that the ex-Chief Justice of Hongkong could assist the Chinese Government materially and they bent every effort to secure for him a definitive appointment. Among these was Ma Liang, an old official of some influence, but still not sufficient to over-ride the objections which the British Legation lodged against the appointment of Sir Francis.

During the past year, therefore, Sir Francis has been compelled apparently to stand out in the cold, but has enjoyed the peculiar privilege of being a sort of unofficial adviser. He has managed to secure the ear of some officials, and particularly that of Liang Shih-yi, the power behind the Presidential chair, and occasionally he has had certain advice accepted and seen action taken upon it. In this respect he is more fortunate than the regularly appointed advisers, whose position *vis-à-vis* the Government will form the subject of comment later on.

Naturally enough, Sir Francis collides with the foreign Legations immediately he begins to act in any manner calculated to ingratiate himself with the Chinese, for it is notorious that they want advice solely upon those things which will enable them, in some manner or other, to wipe out a few scores which they have recorded against the foreigners. To tax foreigners, for instance, would cause them untold delight, and any one able to present them with a method which would enable them to do so and still steer clear of breach of treaty obligations naturally would be taken to their bosoms with hooks of steel.

In this direction Sir Francis is the adviser *par excellence*. He has delved into the treaties, and particularly the question of extra-territoriality, until he can, with abundant cause, claim to be an expert on the subject. Therefore when he can show the Chinese how they can get a little bit of their own back without risking the loss of more it is only natural that the anti-foreign class regard him as being just the adviser they want. Through them, then, he has been able to maintain a sort of indirect connection with the Government, and through them he was recently appointed to assist Mr. Hsu Hsi-ping in the establishment of a Court of Contraband in Shanghai. At least, it was given out that such an appointment was made, and in fact Sir Francis did go to Shanghai to act, he told his friends, in this capacity.

What do we now find? The official organ of the Government, the *Peking Daily News*, publishing, ostensibly with Government sanction, that Sir Francis holds no office with the Government! The actual paragraph is as follows:—

"The statement that Sir Francis Piggott is legal adviser to the Chinese Government is incorrect. Sir Francis Piggott holds no office in connection with the Chinese Government; but Mr. Hsu Hsi-ping, who has been appointed by the Ministry of the Navy to establish a Court of Contraband in Shanghai, has engaged Sir Francis Piggott to be his personal legal adviser. It is also incorrect to speak of Mr. Hsu as Captain Hsu. Mr. Hsu is not a naval officer, but a law student, who acquired his knowledge of law in the office of Mr. G. D. Musso, the well-known lawyer of Shanghai."

This paragraph was published in connection with the list of advisers, as given below, and appears to be an effort to settle once and for all the status of Sir Francis. But does it? If Sir Francis was appointed no doubt he can produce the certificate of appointment. At all events he contents himself for the moment by calling upon the paper to contradict what it says, and no doubt, if he holds the post which he claims, he will later on vindicate himself.

A man who has held the position in the British judiciary which Sir Francis has occupied ought not to submit to the raising of doubts as to his present standing if he holds a Government appointment, and he should, for the sake of his reputation, make it clear beyond doubt that he is engaged properly by the Chinese Government. All friends of Sir Francis wish that he would do so. They are, however, unable to understand the why or the wherefore of the above paragraph in the Government organ, if the statements therein contained are incorrect, and especially as Sir Francis claims that they are.

FOREIGN ADVISERS WHO ARE NEVER CONSULTED.

In connection with the paragraph the paper also gives a list of the advisers to the Government. The list is a formidable one, and the casual observer in glancing over it and noting the departments in which they are supposed to operate may be pardoned for believing that China is on the high road to success with such a galaxy of diversified talent at its disposal.

The talent is dormant, however, for the Government uses it not. With the exception of Dr. Morrison the advisers are compelled into an idleness that is irritable and unbecoming. Even Professor Goodnow, engaged for his special knowledge of Constitution building, is not being utilised, notwithstanding that the very committee—Constitution Drafting Committee—which he was ostensibly employed to assist, has been at work for some time on the new Constitution for China. Professor Goodnow is never seriously consulted, and whether his services ever will be requisitioned remains to be seen. He is a man with high qualifications for the work which is going forward, yet neither the President nor the committee seek to have him consulted.

It is the same with the rest. The adviser in the Foreign Office, who has peculiar knowledge on treaty-making, cannot find an opening for his talents. When the Mongolian question was at its height recently, and when an effort was being made to have a treaty signed with Russia, the Government never consulted its adviser, and the result was deplorable mistakes for which China will pay.

China is paying the gentlemen arrayed in the list large salaries, mostly in the vicinity of £3,000 a year, and apparently the Government is content to regard them as so many ornaments to the pay roll.

PROTEST BY SIR RICHARD DANE.

Sir Richard Dane, at all events, does not intend to tolerate inactivity. He is either going to be permitted to do something that counts, or he is determined to leave the country. The money paid is not sufficient to induce him to sacrifice the splendid reputation he has made in India. The Diplomatic Body listened to his protest two days ago and they have decided to take immediate steps to inform the President that he must carry on the reorganisation which the Bondholders who invested in the recent loan were led to expect, or there would be trouble. Of course Sir Richard is in a position different from the advisers. He is, in fact, something more than an adviser. He is an administrator, and he has the spirit to wish to administer something else than his salary. He sees great possibilities in the Salt Gabelle if reorganised, and as he has the plan up his sleeve to produce the best results, he wants nothing else but the power to go ahead and demonstrate. Up to the present he has been blocked in every possible direction, and has been at length compelled to lay the matter before a joint session of the Ministers of Great Britain, France, Germany, Russia and Japan. These Ministers delegated the British Charge d'Affaires to put the matter emphatically before the Chinese and that will be done in a day or so.

FULL LIST OF ADVISERS.

As for the other Advisers they are likely to be kept on without question, if they like so to remain, and meantime China shows that so far as the present Government is concerned it is either incapable of appreciating the benefits which may be derived from free consultation with its highly-paid advisers or it is unquestionably reactionary. The Advisers are as follows:—

Political Adviser to the President.....	Dr. G. E. Morrison (British).
Advisers for Drafting the Constitution.....	Professor Frank Johnson Goodnow (American). Professor Nagao Ariga (Japanese).
Ministry of War.....	Lieut.-Col. Brissaud Desmaillets (French). Major von Dinkelmann (German). Colonel Banzai (Japanese).
Ministry of Finance..	Dr. G. Vissering (Dutch), Honorary. Dr. Arnhold (German). G. Passeri (Italian).
Ministry of Communications	G. Baur (German). Technical. G. Charignon (French), Railways. Seijizo Hirai (Japanese), Railways. A. H. Eriksen (Dane). Telegraphs. S. Larsen (Dane). Wireless Telegraphy.
Ministry of Foreign Affairs	H. de Codt (Belgian). Legal Adviser. An appointment has been offered in this Department to Baron Vitalé (Italian).
In Connection with Quintuple Loan.....	Sir Richard Dane (British), Salt. Herr von Strauch (German), Assistant, Salt. N. Konovaloff (Russian), Audit. H. Mazot (French), Acting Audit. H. Pfeiffer (German), Loans.
Ministry of Interior: Mongolian Affairs...	F. A. Larson (Swede).

FOREIGNERS IN THE CUSTOMS SERVICE.

The Ministry of Foreign Affairs has made up the following list of foreigners employed in the Customs service of China:—

British	296
French	52
American	25
German	20
Japanese	19
Italian	12
Russian	10
Norwegian	9
Portuguese	8
Dutch	7
Belgian	6
Austrian	5
Danish	4
Spanish	2
Swiss	1
Swede	1

SUICIDE OF A POLICEMAN.

CORONER'S INQUEST.

An inquest was held yesterday by the Coroner (Mr. F. A. Hazeland) into the death of John William Harris, aged about 36, a constable in the Police Force, who was found with a bullet wound in his head on the No. 1 Police launch on the 24th August. The following were the jury:—Messrs. E. D. da Roza, P. M. N. da Silva and L. G. d'Aquino.

Evidence was given by Dr. Macfarlane regarding the *post-mortem* examination of the body.

Inspector James Kerr, in charge of the Water Police, testified that the deceased was a perfectly steady man and bore a good character during the time he had been in the Police Force. In July of this year Sergt. Sutton, with whom the deceased had been working on the No. 1 launch for some considerable time, asked witness to shift the deceased, giving as the reason for the request that deceased had been taking too much authority on himself. Witness told him that he would be shifted on the 1st August. On that date witness made a general transfer of men on all the big launches. Deceased was removed to No. 2 launch on the 1st August, Sergt. Sutton remaining on the No. 1 launch.

Sergt. William Robert Sutton deposed that he was in charge of No. 1 Police launch, and that he had known the deceased for over two years. He was on board the launch with witness for a year and eight months. All the time they had been very good friends indeed, and their friendship remained unbroken up to the time deceased shot himself. Witness had had a word or two with him about his duty, as he wanted to take too much on himself. On the 12th or 14th of July witness asked Inspector Kerr to transfer the deceased. He was "taking too much on his own," and wanted to take charge of the launch. Witness did not tell deceased that he was going to apply for him to be transferred, but told him after he had made the application. Deceased was told the reason—and indeed he knew the reason before witness actually told him, and he admitted it was his own fault. On the 24th August, at about 12.50 p.m. deceased came on board the No. 1 launch, which was lying off Samsuipo for repairs. He had tiffin with witness, and left about 2.15, saying he was going to the Royal George Hotel at Kowloon to play pin-pool. During the tiffin, deceased told witness he had had three dreams. The first was that the deceased and P.C. Macmillan (A47) were in the water swimming, and the deceased was trying to catch Macmillan. The dream then changed, and deceased fancied he was being chased by an octopus, with a head like a tiger or a lion. In the next dream he saw a man lying dead covered with a white sheet. Deceased said he caught hold of the dead man's hand, and immediately he did that he awoke. Witness told the deceased that he was not an interpreter of dreams. At about 8.20 the same day witness was sitting on the starboard rail outside the European deck cabin, when suddenly he saw the deceased in front of him. He startled him for the moment, because the night was rather dark, and he never expected to see anybody on board. Witness said, "Good gracious, what has brought you down here again to-night?" Deceased replied that he had only come down for a run. He then sat down on the rail alongside the witness, lit a cigarette, and commenced to tell him about the various police memos, the general orders and so forth. He then said, "I suppose you want to go to sleep again," and witness replied, "Yes." Deceased said he would have a drink of water before he went ashore. He fetched the water bottle from below, and afterwards said, "I suppose there will be a chance later on of coming back to the launch?" and witness replied that he would see Inspector Kerr in a month or two. Deceased said, "Very well," shook hands with witness, and wished him good-night. Almost immediately afterwards witness heard the report of a fire-arm. Witness rushed outside and found the deceased lying on his back. He was quite dead and was bleeding from a wound in his right ear.

In answer to a juror, witness said the only reason he could give for the deceased ending his life was because he was shifted from his launch. He thought it preyed on his mind.

In reply to Inspector Kerr, witness added that Harris had been studying navigation and seamanship very hard during the past nine or ten months.

A farewell letter addressed to Sergt. Sutton, which was found on deceased, was read to the jury by the Coroner.

Following is an extract:—"Just a few words before I take a coward's refuge and commit the horrible crime of self-destruction. I am not drunk, nor am I insane in the ordinary sense of the word. I have, however, felt the separation so keenly that it has driven me mad on that point. I would give the remainder of my life to call back the last twelve months. I have been a cur, and you have taught me a lesson.—God knows it has been a dear one, as it has cost me my life. Please tell my people I have had an accident with a pistol, and they will not know the truth. . . . I would give the last drop of my heart's blood to do you a kindness, and you were the best chum a man ever had, but I did not know how to appreciate it."

The Coroner said that the two questions which he proposed to put to the jury were as to whether the deceased was of unsound mind, or whether, having regard to the letter, they regarded him as being in his right mind.

The jury returned a verdict of "Suicide during Temporary Insanity."

SINGAPORE SOLICITOR'S SUICIDE.

TRAGIC DEATH OF A PROMINENT LAWYER.

With the deepest regret, says the *Straits Times* of August 26th, we have to report the sudden and tragic death of one of the most popular and most respected members of the community in Singapore, Mr. E. F. H. Edlin. He died by his own hand in the early hours of this morning at his residence, Endsleigh, in Syed Ali Road.

About 2.30 a.m., we understand, Mrs. Edlin became aware of something having happened in her husband's bedroom and on entering it found Mr. Edlin lying in his own blood, his throat having been cut with a razor which lay by him. There will be no inquest, the coroner holding a private inquiry.

Dr. Fowlie was immediately apprised of the event and hurried to Endsleigh, but Mr. Edlin was then beyond hope of human relief.

The deceased gentleman, who was the son of a Plymouth doctor, was educated at Rugby and Cambridge. He came to Singapore about twenty years ago and at the time of his death was a partner in the well-known legal firm of Messrs. Drew and Napier. In public affairs he was called upon to take a very large part, and among his activities were membership of the Hospital Board, the Board of Visiting Justices to the Lunatic Asylum, and the Mohammedan and Hindu Endowment Board. Some years ago he was a keen volunteer. He was one of the members of the S.V.A. and held a commission in the volunteer corps before his retirement. In social and sporting circles he was equally energetic, having in his time been elected to numerous high offices in local clubs. He had been on the committee of the volunteer corps before his retirement. In social and sporting circles he was equally energetic, having in his time been elected to numerous high offices in local clubs. He had been on the recently the President of the Cricket Club, had also occupied the presidency of the Singapore Golf Club. He was also on the boards of many local companies.

For some years past, Mr. Edlin's health has been very unsatisfactory and it will be recollected that his condition two years ago necessitated his departure on sick leave. He was absent about nine months before he was able to return to Singapore. Even after his return, however, he did not wholly recover his normal state and particularly in the past few months his ill-health had been marked.

Mr. Edlin is survived by a widow and eight children, five of whom are now at school in England, and the sympathy of all will be extended to them in their bereavement. Of his relatives in England his mother and two sisters survive.

POSTAGE DUE STAMPS OF CHINA.

The following information of interest to philatelists appears in the *China Press* over the signature of E. Widler:—

Several new series of the China Postage Due stamps surcharged Republic have been issued since the beginning of the Revolution in China. Some of them have only been in course of issue for a few days and entirely sold before any of the collectors were aware of it, and few have been lucky enough to buy them.

Of the 1 and 2 cents brown, without any surcharge, very few have been issued. They were withdrawn and surcharged vertically by the statistical department with 4 red characters denoting the Republic of China.

The ½ cent blue surcharged Waterloo square type is the rarest of all the recent local issues; very few of these are in the market and have already changed hands at a dollar a piece and will undoubtedly advance in price. Herewith following is a complete list of all the postage due stamps of the small size issued up to date:—

½, 1, 2, 4, 5, 10, 20 and 30 cents in blue, issued up to 1911, 1 and 2 cents brown, issued in 1911, and the others in 1911-1913.

½, 4, 5 10, 20 and 30 cents blue surcharged horizontally Lin-shi Chung-li, meaning provisional neutrality, and issued only at Foochow, and not more than 482 specimens of the entire series were sold.

½, 4, 5, 10, 20 and 30 cents blue, surcharged vertically in red with Chung-hua Min-kua, meaning Chinese Republic, printed by the Shanghai Statistical Department.

½, 4, 10 and 30 cents blue, surcharged in black, Chinese Republic, of a different type of characters placed in the centre in the form of a square, the so-called London Waterloo print.

1, 2 and 5 cents brown surcharged vertically in red.

½, 1, 2, 5 and 20 cents brown surcharged in black, Waterloo print, which are at present in course of issue.

It is doubtful whether the missing denominations of the above series will be issued, considering that at an early date an entirely new set will replace the above surcharged issue. It will be wise for philatelists to procure them in time, before they are unobtainable.

PROMENADE CONCERT ON THE CRICKET GROUND.

The Promenade Concert on the Hongkong Cricket Club ground which had to be postponed three times, owing to unfavourable weather conditions, was successfully held last night apparently just in time to escape a fourth disappointment as the official forecast yesterday was rain! The concert was well patronised, H.E. the Officer Administering the Government (the Hon. Mr. Claud Severn) and Major-General Kelly, C.B., being among those present. The vocalists were Mrs. Frank Maitland, Messrs. C. P. Hay, W. B. Cawsey, R. E. White, H. I. Jones, F. Soutar, and S. L. Webber and valuable assistance was given by the Band of the 2nd D.C.L.I. A really good programme was provided and the enjoyment of the audience was testified by repeated demands for encores. It was nearly half-past eleven before the concert concluded.

A farmer's daughter living in Perthshire (says the *Glasgow News*) noticed that the new ploughman tackled his breakfast in the morning with the utmost heartiness, so increased his supply of porridge each day, and yet without having to give any leavings to the pigs. The man always cleaned up the lot.

At last, to test his capacity, she filled an immense bowl, sufficient to satisfy three ordinary men, and watched with bated breath and a sinking heart while he emptied it. That was the last straw, however, for while he was slowly, very slowly, leaving the kitchen, he asked, "Wha is it that dishes the parritch?" and on being informed said that he "thocht she made ower muckle." It was his good manners which had made him leave a "clean plate," thus causing the extra demand on the contents of the girnal.

INTIMATIONS

ECZEMA IN ITS VERY WORST FORM

One Mass of Horrible Running Sores. Life a Perfect Misery. Used Cuticura Remedies. Not a Sign of the Trouble Since.

69, Ringmer Ave., Munster Rd., Fulham, London, S. W., Eng.—"My daughter has been a great sufferer from eczema, in, I should think, its very worst form ever since she was about three years old, and she is now fourteen and a

started as a small boil on her arm which spread and became one mass of horrible running sores. She used to have it on her hands, arms and feet and has often been laid up and absent from school for weeks at a time, quite helpless, with every finger on both hands tied up. Her life at these times was a perfect misery, and the irritation of the affected parts was terrible. She could not get any sleep on account of it.

"I then saw the Cuticura advertisement of a free sample and I sent for it. Well, the sample tin of Cuticura Ointment seemed to do her good and to allay the itching, so I got a large tin, also a cake of Cuticura Soap and a bottle of Cuticura Pills and her hands got better quicker than they had ever done before, and she has not had the slightest sign of it since." (Signed) Mrs. J. Oakley, Mar. 22, 1912.

Cuticura Soap and Cuticura Ointment are sold throughout the world. A sample of each with 32-p. Skin Book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; Potter Drug & Chem. Corp., Boston, U. S. A.

Fender-faced men should shave with Cuticura Soap Shaving Stick. Sample free.

596-19

MAPPIN & WEBB,

LIMITED.

NEW CONSIGNMENTS

STERLING SILVER WARE.

PRINCE'S PLATE

(GUARANTEED FOR 30 YEARS).

CUTLERY.

From the

SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a. m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS of EDWARD HENDERSON, late of No. 49, Barkston Gardens, South Kensington in the County of Middlesex, England, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance 1897 made an Order limiting the time for sending in their Claims against the above Estate to the 1st day of October, 1913.

All Creditors are accordingly hereby required to send their Claims to the Undersigned on or before that date.

JOHNSON, STOKES & MASTER,
Prince's Buildings, Ice House Street,
Victoria, Hongkong,
Solicitors for the Executors of
the above-named deceased.

Hongkong, 4th September, 1913. [1034

TO LET.

GODOWNS at 98, 98A, 99 and 99A, Praya East.

Apply to—
HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions.

Hongkong, 4th September, 1913. [1035

TO LET.

NO. 14, ARBUTHNOT ROAD, from 1st October. 7 LARGE ROOMS; 3 minutes from Town. Good View of Harbour.

Apply to—
E. A. CARVALHO and J. V. BRAGA,
14, Arbuthnot Road.

Hongkong, 4th September, 1913. [1036

GLEN LINE (McGREGOR, GOW & CO.), LTD.

THE Steamship

"GLENLOGAN" (Capt. JAS. McGREGOR).

FOR GLASGOW, LONDON AND ANTWERP.

The above Steamer will be despatched for the Port as above.

The Vessel has excellent accommodation for 30 Saloon Passengers, all Cabins Amidships, and is fitted with Electric Light and Fans in every cabin.

A duly qualified Stewardess and Doctor are carried.

Attention is particularly directed to the Moderate Rates charged, viz.:—

Saloon Passage, HONGKONG to GLASGOW, LONDON, or ANTWERP, £40.

For freight or passage, apply to—
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 4th September, 1913. [1037

AMERICAN & ORIENTAL LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"POLERIC,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, whence delivery may be obtained.

Goods not cleared by the 11th inst will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, 11th inst., at 9.30 A.M.

All Claims must be presented within ten days of Steamer's arrival and no Claim will be admitted after the Goods have left the Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
Agents.

Hongkong, 4th September, 1913. [1038

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES

THE Steamship

"PRINZ LUDWIG,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9.30 A.M.

All Claims must reach us before the 17th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong 3rd September, 1913. [4

NEW ADVERTISEMENTS

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM PORTLAND (OR.) AND JAPAN.

THE Company's Steamship

"HARPALYCE,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 3rd September, 1913. [49

PUBLIC COMPANIES

DOUGLAS STEAMSHIP CO., LIMITED

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on WEDNESDAY, the 24th of September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1913.

The TRANSFER BOOKS will be CLOSED from the 10th to the 24th of September, both days inclusive.

DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 2nd September, 1913. [1032

MESSRS. A. S. WATSON & CO., LTD.

SHARE CERTIFICATE No. 6008 for TWENTY-FIVE (25) SHARES numbered 77727 to 77751 inclusive fully paid-up, standing in the Register in the name of JEROME PRAGER of Manila, having been LOST or DESTROYED. NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, Alexandra Buildings, Des Vœux Road Central, Hongkong, on or before the 23rd September, 1913, New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as Null and Void.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 23rd August, 1913. [1001

INTIMATIONS

U. S. R. C.

THERE will be an EXTRAORDINARY GENERAL MEETING at the CLUB GROUNDS on WEDNESDAY, Sept. 10th, at 5 P.M.

To discuss the repairs to the Club Building and any other Matters connected with this subject.

All Members are particularly requested to attend and to be punctual.

By Order,
T. M. WAKEFIELD,
Hon. Secretary,
U. S. R. C.

Hongkong, 1st September, 1913. [1028

THE HONGKONG AND CHINA GAS CO., LTD.

NOTICE.

ON and from October 1st, 1913, the Price of GAS to the Public will be Reduced to $2.50 per 1,000 Cubic Feet.

By Order of the Directors,
J. McCUBBIN,
Acting Local Secretary and
Resident Engineer.

Hongkong, 9th August, 1913. [958

NOTICE.

WE have much pleasure in announcing to our Numerous Patrons and Customers that we have Opened a NEW SILK STORE in the most up-to-date Style and Fashion at the Large and Commodious Premises No. 38 and 40, QUEEN'S ROAD CENTRAL, lately occupied by Messrs. H. Ruttonjee & Son, where we are displaying an entirely new, Handsome and Gorgeous Stock of SILK GOODS and JEWELLERY WARE of all Descriptions in a Variety of New, Elegant and Attractive Designs and Patterns.

The Stock Includes a Choice Selection of Turkish, Persian and Indian SILK CARPETS and WOOLLEN RUGS in Chaste and Elegant Patterns.

Prices Specially Reduced for Summer.

Cheapest Store in the Colony.

An Early Visit Earnestly Solicited.

D. CHELLARAM.

Hongkong, 26th July, 1913. [907

MASSAGE.

SKILFUL Safety in the General or Electric.

MISS MORITA,
Care of NOMURA HOTEL,
15, 16 and 17, Connaught Road,
Opposite Blake Pier.

Hongkong, 8th May, 1913. [552

FOR THE SUMMER MONTHS

SPECIALITIES

CORNED OX TONGUES,
CORNED BEEF,
CORNED PORK,

PRESSED BEEF,
GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE
DAIRY FARM Co., LTD.

28

INTIMATIONS

LANE, CRAWFORD & Co.

PIANO DEPARTMENT

SPECIAL OFFER FOR TWO WEEKS ONLY

OF THE WHOLE OF OUR STOCK OF

MAGNIFICENT NEW PIANOS

BY BROADWOOD, DORNER, COLLARD, CHALLEN, ETC.,

AT ENORMOUS REDUCTIONS

FOR CASH ONLY.

MUSICAL INSTRUMENTS, VIOLINS, BANJOS, MANDOLINES BRASS INSTRUMENTS AT

HALF-PRICE.

A few of the Bargains are mentioned below:—

PIANOS	USUAL PRICE	SALE PRICE
Ebonized Solid Mahogany by Challen & Son ...	$575	$475
Solid Mahogany Cottage by Collard & Collard ...	$550	$450
Ebonized Mahogany Cottage by Collard & Collard ...	$600	$500
Ebonized Mahogany Cottage by Broadwood ...	$600	$500
Ebonized Mahogany Cottage by Broadwood ...	$700	$600
Solid Oak with Folding Doors by Broadwood ...	$750	$600
Ebonized Baby Grand by Broadwood	$1,300	$1,000
Ebonized Upright Model by Dorner & Sohn ...	$750	$640
Ebonized Piccolo Grand by Dorner & Sohn ...	$1,150	$970

MUSIC.

VOCAL SCORES:—USUAL PRICE $4.50, SALE PRICE $1.00 EACH.
SHEET MUSIC:—SONGS, WALTZES, ETC., USUAL PRICE $1, SALE PRICE 50 CENTS EACH.
SOILED SHEET MUSIC 20 CENTS PER COPY, 6 FOR $1.00.

The above Department will shortly be transferred to Mr. WM. ANDERSON, our Piano Manager, who will carry on the Business at New Premises.

LANE, CRAWFORD & CO.

[46

YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing. Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.,

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA,
4, DES VŒUX ROAD, HONGKONG. SHAMEEN, CANTON.
1st May, 1913. [392-1

TO LET

TO LET.
(From 1st July, 1913.)

NO. 2, MOUNTAIN VIEW, THE PEAK.

Apply—
LINSTEAD & DAVIS.

Hongkong, 10th June, 1913. [780

TO LET.

HOUSES in TORRES BUILDINGS, KIMBERLEY ROAD, Kowloon, from the 1st October.

Apply to—
SPANISH DOMINICAN PROCURATION.

Hongkong, 27th August, 1913. [1012

TO BE LET.

THE PREMISES at present occupied by Miss Gains, Ice House Street, opposite the King Edward Hotel, from 1st October.

For particulars, apply to—
THE MEDICAL HALL.

Hongkong, 30th August, 1913. [1024

TO LET.

MODERN THREE-ROOMED FLATS with every convenience, Humphreys Buildings, Cornwall Avenue, Kowloon.

No. 2, MINDEN VILLAS, Mody Road, Kowloon, Five Rooms, Tennis Court.

FOUR-ROOMED HOUSES in Cameron Terrace, Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 12th August, 1913. [964

TO LET.

SHOP, No. 12, Queen's Road Central.

No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.

Apply to—
M. J. D. STEPHENS.

Hongkong, 17th July, 1913. [722

TO LET

TO LET.

"RANFURLY," No. 11, Conduit Road.

GODOWNS, 94, Wanchai Road, 102, Praya East.

Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.

Hongkong, 1st September, 1913. [65

TO LET.

OFFICE in ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., LTD.

Hongkong, 22nd August, 1913. [995

TO LET.

FURNISHED, for two or three months, "ALTADENA," No. 130, PEAK, Barker Road.

Furnished, "KIRKENDOA," No. 113, PEAK.

"ROGATE," Austin Road, Kowloon, from 1st October.

MERION, No. 10, PEAK, Furnished or Unfurnished. 6 ROOMS Cheap rental.

For Sale or To Let. (From 1st November, 1913.) No. 1, GOUGH HILL, No. 103, PEAK. BUNGALOW, containing Drawing, Dining and Smoking Rooms and Five Bedrooms. With Ground for Tennis Court.

To Let or For Sale. "GLENSHIEL," No. 124, Barker Road, Peak, 5 ROOMS.

For Sale, "LADBROOKE," No. 9, Conduit Road. Fine View of Harbour, 8 Rooms, 3 Bathrooms, Garden and Tennis Court. Accommodation for 30 Servants.

For Sale, "HARTING and ROGATE" on part of Kowloon Inland Lot No. 1154.

Apply to—LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 4th September, 1913. [64

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—
MANAGER,
Hongkong Daily Press Office.

AUCTIONS

BY ORDER OF THE EXECUTORS of the Will of the Late Mr. JOHN HUGHES LEWIS.

PUBLIC AUCTION.

MESSRS. N. MOALLE & COMPANY OF AMOY have received instructions to sell by PUBLIC AUCTION,

on
THURSDAY,
the 2nd day of October, 1913, at 12 o'clock noon, on the Premises,

The Following:—

VALUABLE LEASEHOLD PROPERTY,
IN ONE LOT,
Situate and being
PORTION OF LOT No. 10 ON THE BRITISH CONCESSION, AMOY.

Particulars:—

All that Piece or Parcel of Ground being part of Lot No. 10 situate at Amoy in China within the British Concession there and described on the Plan made by the Amoy Customs in 1884 as the portion belonging to Messrs. BROWN & COMPANY which said Piece or Parcel of Ground is bounded on the North West side thereof by other Portion of the same Lot described on the said Plan as belonging to Messrs. JARDINE, MATHESON & COMPANY and measuring thereon 100 feet or thereabouts on the South East side thereof on a Street described on the said Plan as Sai Hiug Street and measuring thereon 207 feet and 10 inches or thereabouts on the North East side thereof on the native city of Amoy as described on the said Plan and measuring thereon 135 feet and 6 inches or thereabouts and on the South West side thereof on the Bund and measuring thereon 108 feet and 6 inches or thereabouts such Piece or Parcel of Ground being that Portion of the said Lot No. 10 purchased by FRANCIS CASS from Messrs. BROWN & COMPANY, on or about the 20th of June, 1896, and transferred in the books of HER BRITANNIC MAJESTY'S CONSULATE at Amoy into the name of the said FRANCIS CASS on the said date, held for the residue of 100 years from 1st day of January, 1862, created by a Deed of Lease dated 3rd May, 1865, made between WILLIAM HENRY PEDDER, HER BRITANNIC MAJESTY'S then Consul at Amoy of the one part and JOHN FORSTER & COMPANY of the other part.

Upon the said Piece or Parcel of Ground are erected two separate blocks of offices together with two separate godowns, and there is also an open space measuring 62 by 65 or thereabouts.

Proportion of Crown Rent $50 per annum.

Particulars and Conditions of Sale may be obtained from:—

MESSRS. DOUGLAS, LAPRAIK & Co.,
Hongkong and Amoy.
and also from
MESSRS. DEACON, LOOKER, DEACON & HARSTON,
1, Des Vœux Road Central, Victoria, Hongkong,
Vendors' Solicitors,
and also from
MESSRS. N. MOALLE & Co.,
The Auctioneers,
Amoy.

[1033

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [19

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
RESERVE LIABILITY OF PROPRIETORS £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.

Hongkong, 14th April, 1913. [183

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital .. Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKER:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.

Hongkong, 13th August, 1913 [21

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ..... Yen 10,000,000
Capital Subscribed (paid up).. Yen 6,250,000
Reserve Fund ..... Yen 2,620,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Swatow	Tainan
Anping	Kobe	Tamsui
Canton	Nagasaki	Tokyo
Foochow	Osaka	Yokohama
Keelung	Shanghai	

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 1st May, 1913. [630

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 76, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS ..... $7,060,000 equal £1,450,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 2nd November, 1912. [226

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $15,000,000
RESERVE FUNDS:—
STERLING
£1,500,000 at 2/- = $15,000,000
SILVER $17,450,000
$32,450,000
RESERVE LIABILITY OF PROP'TORS $15,000,000

COURT OF DIRECTORS.

S. H. DOWELL, Esq.—Chairman.
Hon. Mr. D. LANDALE—Deputy Chairman.

G. Friesland, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	W. L. Pattenden, Esq.
P. H. Holyoak, Esq.	H. A. Siebs, Esq.
G. R. Lorenz, Esq.	Hon. Mr. E. Shellim.
F. Lieb, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum
For 6 months, 3½ per cent. per Annum
For 12 months, 4 per cent. per Annum

N. J. STABB,
Chief Manager.

Hongkong, 16th August, 1913. [16

THE YOKOHAMA SPECIE BANK, LIMITED.

AUTHORISED CAPITAL ..... Yen 48,000,000
PAID-UP CAPITAL ..... Yen 30,000,000
RESERVE FUND ..... Yen 18,200,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at

Antung-Hsin	Liao-Yang	Ryojun (Port Arthur)
Calcutta	London	San Francisco
Bombay	Los Angeles	Shanghai
Changchun	Lyons	Tiehling
Dairen (Dalny)	Nagasaki	Tientsin
Fengtien (Mukden)	Newchwang	Toky.
Hankow	New York	
Harbin	Osaka	
Honolulu	Peking	
Kobe		

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.

EISHI ONO,
Manager.

Hongkong, 31st March, 1913. [464

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed "	1,125,000
Paid-up "	562,500
Reserve Fund	418,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 14th July, 1913. [878

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Hongkong, 26th June, 1913. [45

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MARTIN'S
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for Ladies
[2

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HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.
REVISED BY THE MEMBERS.

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DAILY PRESS OFFICE.

Hongkong, 25th June, 1913.

CHINESE SEAMEN CHARGED WITH MUTINY.

AN INTERRUPTED VOYAGE.

The story of a mutiny on the high seas was related at Liverpool on the 8th ult., when charges of mutiny were preferred against 14 Chinamen. The mutiny was alleged to have occurred during the voyage of the *Norman Monarch*, a Glasgow steamer, owned by Messrs. Raeburn and Nerel, between Hamburg and New Orleans. Three of the men were also charged with assaulting the third engineer and the boatswain.

Mr. Hyslop Maxwell, barrister, for the prosecution, said there were 37 hands on the steamer, 15 being Chinamen. At New Orleans there was trouble with the Chinese firemen, and when the vessel was four days at sea after leaving port, Engineer Macfarlane went below with his watch and, according to custom, drew a quantity of oil from one of the tanks. Objection was rised to this for some reason by the donkey-man, Ah Pow, who took a spanner and struck a platform with it. Thereupon two or three firemen rushed in from the stokehold armed with their shovels. Ah Pow used very foul language and struck the third engineer, who was in charge of the engine-room at the time, with the spanner. Macfarlane cried out and one or two other engineers came down. It was fair to say, commented counsel, that the engineer who had been assailed retaliated in the presence of his fellow officers by striking the donkey-man. There was a bit of a scuffle, and Ah Pow again tapped the floor with the spanner, and in came a number of the firemen (Chinamen). The first engineer entered the room, asked for an explanation, and took the leader of the discontents, although with some difficulty, to see the captain. When Ah Pow reached the bridge he had become more or less a lunatic. Captain Watson ordered him to be put in irons and he was handcuffed and attached to one of the stanchions. Then all the firemen came up and declared they would do no further work until their compatriot was released. They were in a very threatening attitude and there was nothing for the captain to do but to release Ah Pow. When he went down to the stokehold Ah Pow passed the chief engineer, used strong language towards him, and threatened to strike him. The third engineer he kicked in the stomach.

MEN CLEARED FROM THE ENGINE-ROOM.

Some two hours later in this officer's watch the chief engineer had to report again that there had been a disturbance, and that the third officer had had his head split open by the donkey-man, who used his spanner for the purpose. Macfarlane returned the blow and cut his assailant's lip. Captain Watson went down to the engine-room and there he found some of the firemen armed with shovels and spanners and in an excited state. Calling his officers and engineers together, the captain cleared the men from the engine-room into the stokehold, and in the scuffle the fourth engineer was hurt on the elbow and the third engineer badly kicked. The stokehold door was barred in order to prevent the men from re-entering the engine-room. Ah Pow was again taken on deck, but in a few moments all the firemen rushed up and assembled themselves with knives, shovels, hatchbars, and other implements of a similar kind. Five of them made a rush towards the third engineer, but the other officers assisted in freeing him. Meanwhile the master got in amongst the men and pointed out to them that unless they dropped all their weapons he would be compelled to use force. The weapons were taken from them by the chief engineer, but as they were moved forward one of them stabbed the boatswain in the back with a knife. The third engineer was also battered on the arm and the shoulder. Afterwards, according to counsel's statement, the master advised the third engineer to use his revolver, and this he did by firing two shots into the air. The Chinamen were got back to the stokehold, but although they did their work their threatening attitude was so alarming that the captain determined, for the safety of the crew and the officers, to put back to port. At Newport the Vice-Consul saw the men, a charge was made against them, and they were sent home on the *Caronia*. Since the disturbances the third officer had to be locked away from the firemen.

Captain Watson said that there were no English sailors on board. The crew was composed mainly of Swedes, Russians and Chinese. Oriental firemen were not easy to handle and when aroused were much more difficult to control than Englishmen. Speaking of his previous experiences, he said he had never found it necessary to use force, though things had looked very ugly. He took his life in his hands in trying to quieten matters. There was no arms chest on board. After the evidence of Macfarlane, the third officer, and Frederick M. Jones, the chief engineer, the hearing was adjourned.

BENEFITS OF SEA BATHING.

DOCTORS IN CONFERENCE EXPLAIN MERITS.

At the annual meeting of the British Medical Association at Brighton, there was a large gathering throughout the meeting in the Section of Medical Sociology, usually the most popular of all, to hear the reading of a number of papers on eugenics. A lively discussion on sea-bathing took place in the Section of Climatology and Balneology.

The discussion was opened by Dr. Tyson, of Folkestone.

He said that few patients consulted doctors about sea-bathing. Perhaps it was because the sea was a freehold and everybody could use it practically when and how he liked. Unless people were in robust health and within certain limits of age, medical advice should, as a rule, be taken before resorting to sea-bathing. It was generally recommended between June 1st and October 1st. The best time to bathe was between breakfast and lunch, and the proper time for bathing was from five to 15 minutes. Slow dressing was as bad as slow bathing. He considered that every one who used sea-bathing for health purposes should know fully the following rules:—

1.—Do not bathe after a full meal or after much wine, that is, with a loaded stomach.

2.—Do not bathe when exhausted by exercise or over-fatigue, nor when chilled and cold.

3.—Do not bathe more than once a day.

4.—Do not as a general rule exceed five or six minutes in bathing.

5.—Do not remain in the water till the reactive glow subsides and chilliness takes its place.

6.—When heated and perspiring, but not exhausted and fatigued, do not wait till the surface has cooled down before entering the water.

7.—Do not enter it feet foremost unless obliged by local circumstances to do so.

8.—Do not loiter over your dressing.

9.—Do not forget to take brisk exercise after your bath.

The people who suffered most were the excursionists, many of whom on immediate arrival dashed into the sea regardless of weather, beach, temperature, clothes, and length of time they stayed in. The wonder was that more serious troubles did not occur. Yet sickness, headaches, and exhaustion were far from common.

In the course of the discussion Dr. Mahomed (Bournemouth) said the profession in this country were very ignorant of the exact therapeutic value of sea-bathing. The lay public and a great part of the profession looked on the sea merely as a highway for ships. If they would regard it also as a richly-mineralised sea there would be hope of improvement in their knowledge. If the only supply of sea-water came from a rock in the middle of Hungary and disappeared shortly into the bowels of the earth, there would be a great influx of bathers from this and other countries.

Dr. Johns (Bournemouth) said that his experience had been mainly confined to consumptive patients. Tuberculosis deserved a prominent place among the diseases benefited by sea-bathing. He had taken at least a hundred patients to bathe at different times, and he only remembered one untoward event—that was when a patient, contrary to his instructions, insisted on diving. The duration of one's stay in the sea should never be more than 20 minutes. He recommended the sea as being cleansing to the skin, especially if a sand bath were taken at the same time. It was extraordinary how little the benefits of sea-bathing were appreciated by the profession at large.

Dr. Odell (Torquay) said that the best time for all people to bathe who were not strong was an hour before luncheon. Twenty minutes was too long for the duration of the bathe. A quarter of an hour was better.

Dr. Kennedy (Bath) said that the early morning was the best time for those who could bear it, and he really thought that the "three dips and out" was best for health. He recalled bathing a baby before it was a year old; that baby swam. He was quite prepared for a laugh. The first moment he put it into the sea it struck out and actually swam, but it never tried it afterwards.

The President of the Section (Dr. Paley), recommended the sea for people who were run down most. He thought for those who were accustomed to bathing it was far better to go in with a dive, but for any one whose heart was at all doubtful it was better to go in quietly and cover the head gently. To force a child into the sea against its inclination was a great mistake.

Dr. Whittington (Brighton) said that ladies often spent too long in the sea. The explanation probably was that it took them so long to get their hair ready for the bathe that it seemed wasted time if they only remained in a few minutes. Men who went down for week-ends and had a few bathes did not derive much benefit. A great many people who paddled were harmed not so much by paddling as by hanging about at the water's edge.

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1030

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s Piece Goods Market Report says:—

There has been more life in the market during the past week than at any time since the outbreak of the revolt, although the activity has been confined so far almost entirely to Tientsin-ports, of which quite a fair quantity has changed hands at steady prices. Quite an important business has been done in English and American Jeans, while Sheetings, Drills and dyed goods have also received a fair amount of attention from buyers for that port, and were it not for financial disabilities from which this market is suffering a still more extensive business might have been expected. As matters stand, the question of finance is a stumbling block to all attempts at business and the local dealers in many cases are still delivering goods on credit. Except for Tsingtau none of our other dependencies are evincing any practical interest in fresh purchases, but native advices from Hankow and other River ports point to an early resumption of business, though probably not on a very large scale, soon after the fighting at Nanking comes to an end.

The situation here has been aggravated by an attempt on the part of the Szechuen merchants to cancel all their engagements, amounting to about 7,500 bales of yarn and 2,500 packages of piece goods on the strength of news of trouble at Chunking. The local yarn and piece goods guilds have, however, taken up a strong attitude in the matter, and, while expressing their readiness to assist their clients if matters in Szechuen become serious, strongly repudiate the right of the buyers to resort to arbitrary cancelment of contracts because of political disturbances. The matter is now under discussion and it is hoped that the Szechuen merchants will be brought to a realisation of their obligations at an early date.

The cotton crop in America appears to have undergone somewhat serious damage if we are to judge from the course of the New York and Liverpool quotations during the past week. On the 23rd inst., the October quotation in New York was 11.49 cents and to day it is 12.39, while the Liverpool quotations on the same dates were 6.62d. and 6.92d., the November-December quotation having advanced from 6.09d. to 6.42d. Private wires bring news of serious damage in Texas, Mississipi, Alabama and Louisiana owing to the absence of rain. No doubt this will mean a stiffening in prices in all the producing centres of the world, and this market can derive some consolation from the fact that a material fall in the price of cotton, which might have had serious consequences here, now seems very improbable.

LATEST STEAMER MOVEMENTS.

The chartered str. *Kish* arrived at Penang on the 2nd September, at 7.30 a.m.

The P.M. str. *Persia* arrived at Manila on the 1st September, between 6 and 9 p.m., and is expected to arrive here on the 5th September, daylight.

The cargo of Raw Silk shipped on board the M.M. str. *Atlantique*, which left this port on the 15th July, was delivered at New York on the 30th August, *i.e.*, 46 days.

The C.P.R. str. *Monteagle* left Shanghai on the 3rd September, at 11 p.m., and is due to arrive at Moji on the 5th September, at 5 p.m.

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VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Korea* left Yokohama for Hongkong via Japan ports and Manila on the 31st August, and arrives in Hongkong on the 12th September. The mails from the United States have been transferred to the M.M. str. *Australien*, due to arrive in Hongkong on the 8th September.

THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 23rd August, and may be expected here on or about the 15th September.

The E. & A. str. *Eastern* left Sydney for this port on the 27th August (via Queensland Ports, Port Darwin, Timor and Manila), and may be expected to arrive here on the 20th September.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver on the 27th August, p.m., and is due to arrive at Hongkong on the 18th September.

MERCHANT STEAMERS.

The P. & O. str. *Nile* left Singapore for this port on the 30th August, at 8 a.m., and is due here on the 4th September, at about 7 a.m.

The str. *Kenkon Maru* left Moji on the 30th August for this port, and is due to arrive here on or about the 4th September.

The N.Y.K. str. *Bombay Maru* (Bombay Line) left Kobe for this port via Moji on the 28th August, and is expected here on the 5th September.

The Mogul Line str. *Montrose*, from Glasgow, Liverpool and Straits, left Singapore on the 29th August, and is due here on or about the 5th September.

The Danish str. *Tranquebar* left Vladivostock on the 29th August, and may be expected here on or about the 5th September.

The Danish str. *Indien* left Singapore on the 31st August, and may be expected here on or about the 5th September, p.m.

The I.G.M. str. *Prinz Waldemar* left Kuchinotzu on the 31st August, at 10 p.m., and may be expected here on or about the 5th September, at daylight.

The O.S.K. str. *Panama Maru*, from Tacoma via Japan ports, left Shanghai on the 2nd September for this port, and is due here on the 5th September, a.m.

The N.Y.K. str. *Rangoon Maru* (Bombay Line) left Bombay for this port via ports on the 20th August, and is expected here on the 8th September.

The N.Y.K. str. *Kitano Maru* (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 27th August, and is expected here on the 8th September.

The N.Y.K. str. *Tango Maru* (European Line) left Colombo for this port via Singapore on the 28th August, and is expected here on the 10th September.

The Swedish East Asiatic Co.'s str. *Teddo* left Port Said on the 20th August, and is expected to arrive here on or about the 13th September.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 26th August, and is expected here on the 14th September.

The N.Y.K. str. *Sado Maru* (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. *Buyo Maru* left Manzanillo for Honolulu on the 28th July, and is due in Hongkong on the 20th September.

The N.Y.K. str. *Yokohama Maru* (American Line) left Seattle for this port via ports on the 26th August, and is expected here on the 28th September.

The Swedish East Asiatic Co.'s str. *Peking* left Gothenburg on the 16th August, and is expected to arrive here on or about the 30th September.

The Swedish East Asiatic Co.'s str. *Japan* left Antwerp on the 26th August, and is expected to arrive here on or about the 2nd October.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hangsang, from Shanghai, is due in Hongkong 5th September.
Cheongshing, from Tsingtau, is due in Hongkong 5th September.
Mansang, from Sandakan, is due in Hongkong 8th September.

SHIRE LINE, LIMITED.

Radnorshire, from London, is due in Hongkong 9th September.
Den of Glamis, from London, is due in Hongkong 19th September.

INDRA LINE, LIMITED.

Indrani, passed the Canal on 15th August, is due in Hongkong 10th September.

NOTICES TO CONSIGNEES

S.S. "MAGELLAN,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Sidon" and "Basque," from Havre ex s.s. "Basque" and from Bordeaux ex s.s. "Ville d'Arras," in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after 4th Sept. at NOON will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th Sept., or they will not be recognized.

All damaged packages will be examined on 4th Sept., at 3 P.M.

No Fire Insurance has been effected.

S. C. de BUSSIERRE,
Acting Agent,
Hongkong, 29th August, 1913. [2

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO', IMMINGHAM, LONDON AND SINGAPORE.

THE Steamship

"GLENLOGAN,"

Captain Jos. McGregor, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 5th Sept., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 23th August, 1913. [1023

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DEVANHA,"

Arrived Hongkong on 27th August, 1913
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Mooltan."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 1st September, 1913. [1

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of "DAILY PRESS" are on Sale daily at the following Stores:—
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DIARRHŒA AND ITS DANGERS.

During the semi-tropical summer weather, everyone always has before him the bugbear of stomach troubles in general and diarrhœa in particular. They are the result of a combination of the depressing influence of heat on the nervous system, and the prevalence of disease germs which thrive in the warmer temperature.

It, therefore, behoves everyone to pay particular heed to eating light but exceedingly nutritious food which is absolutely pure and free from germs. These qualities are found in Sanatogen. A physician, writing in *The Medical Press and Circular*, states: "Sanatogen is a perfectly ideal food, as it is readily absorbable and also possesses nutritive qualities of the highest value."

Sanatogen's value, even in the most serious forms of diarrhœa which accompany typhoid fever, has been attested by the most eminent physicians writing in the leading medical journals of the world. A physician states in *The Medical Times*: "In the diarrhœa of typhoid fever I allow the patient nothing but water and Sanatogen for three or four days, and have found the practice answer wonderfully well."

One reason for Sanatogen's value in this condition is pointed out by a doctor, writing in *The General Practitioner*, who says: "Sanatogen undergoes rapid and complete absorption in the healthy stomach, and a precisely similar result is seen in diseased conditions."

Diarrhœa lowers both the physical and nervous strength, and as Sanatogen is supreme in restoring the nervous and physical systems to their highest vigour, it soon revitalises the sufferer, who feels better than he has been for a very long time. For these reasons, everyone who suffers from diarrhœa should take Sanatogen, which can be obtained from all Chemists, without any delay.

[111-519

SHIPPING IN PORT.

STEAMERS.

ANGHIN, German str., 1,001, Chr. Kumpel, 31st August—Bangkok 21st August, General.—Butterfield & Swire.

ANHUI, British str., 1,350, J. B. Harris, 1st September—Shanghai 28th August, General.—Butterfield & Swire.

ANTILOCHUS, British str., 5,90[illegible], J. A. Flynn, 2nd September—Manila 31st August, General.—Butterfield & Swire.

AWA MARU, Japanese str., 2,912, R. Shimidzu, 31st August—Seattle 20th July, Flour.—Nippon Yusen Kaisha.

CARL DIEDERICHSEN, German str., 774, E. Pahren, 30th August—Hoihow 29th August, General.—Jebsen & Co.

CHIYUEN, Chinese str., 1,177, W. Ross, 27th August—Shanghai 24th August, General.—Chinese.

CHUNSANG, British str., 1,418, G. J. Mattock, 29th August—Sourabaya 18th August, Sugar.—Jardine, Matheson & Co.

DRUFAR, Norwegian str., 1,102, J. Bing, 31st August—Bangkok 22nd August, General.—Chinese.

EMPRESS OF RUSSIA, British str., 8,789, E. Beatham, R.N.R., 29th August, General.—Canadian Pacific Railway Co.

HAAKE, German str., 786, K. Stabunon, 19th August—Newport 1st July, Coal. Order.

HONGKONG, French str., 739, Marquerite, 30th August—Haiphong 28th August, General.—A. R. Marty.

IKALA, British str., 2,821, R. Carruthers, 21st August—Moji 15th August, Timber.—Order.

ITSUKUSHIMA MARU, Japanese str., 2,809, Sando, 1st September—Miike 26th August, Coal.—Mitsui Bussan Kaisha.

KAMOR, Norwegian str., 949, Talck Muus, 29th August—Bangkok 21st Aug., Rice—Order.

KIANG PING, Chinese str., 1,222, Udden, 26th August—Chinkiang 20th August, General.—Chinese.

KINTUCK, British str., 2,995, A. F. Gilmour, 1st September—Singapore 27th August, General.—Butterfield & Swire.

KUMCHOW, British str., 1,450, J. A. Martin, 27th August—Saigon 23rd August, Rice.—Chinese.

KUTSANG, British str., 3,109, R. C. D Bradley, 27th August—Kobe 21st August, General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,468, McArthur, 2nd September — Shanghai 30th August, General.—Chinese.

LAISANG, British str., 2,224, E. J. Tudd, 31st August—Singapore 26th August, General.—Jardine, Matheson & Co.

LYEEMOON, German str., 1,238, O. Sach, 26th August—Saigon 23rd August, Rice.—Chinese.

NINGPO, British str., 1,228, T. W. Pichard, 1st September—Java 21st August, Sugar.—Butterfield & Swire.

PELEUS, British str., 4,800, H. Nicholas, 1st September—Foochow 30th August, General.—Butterfield & Swire.

PHRA NANG, British str., 1,741, N. G. Major, 2nd September—Saigon 29th August, Rice.—A. Bune & Co.

PONGTONG, German str., 997, W. Botefuhr, 31st August—Bangkok 22nd August, Rice.—Order.

RUBI, American str., 4,000, James Miller, 1st September—Manila 29th August, General.—Shewan, Tomes & Co.

SHIMOSA, British str., 4,221, H. S. Best, 19th August—New York 27th June, General.—Dodwell & Co.

SIAM, British str., 998, Pryner, 1st September—Singapore 25th August, Bulk Oil.—Asiatic Petroleum Co.

SIGNAL, German str., 997, Bendixen, 28th August—Hoihow 27th August, Stone.—Jebsen & Co.

TACOMA MARU, Japanese str., 3,830, T. Hamada, 27th August—Manila 24th August, Flour and General.—Osaka Shosen Kaisha.

TALTHYBIUS, British str., 6,525, H. L. Allen, 2nd September—Japan 26th August, General.—Butterfield & Swire.

THESEUS, British str., 6,723, J. W. Smallwood, 31st August—Yokohama 19th August, General.—Butterfield & Swire.

VORWAERTS, Austrian str., 3,727, S. Clinnach, 2nd September—Shanghai 29th August, General. — Sander, Wieler & Co.

WARREN, American transport, 4,000 S. F. Randall, 30th August—Manila 27th August, General.—Order.

WORLD'S RECORD BATTLESHIP.

STRIKING FEATURES OF THE "QUEEN ELIZABETH."

OIL FUEL ONLY.

Remarkable developments in the construction of our Dreadnoughts will be embodied in the new battleship *Queen Elizabeth*, which is to be launched from Portsmouth Dockyard in October. To this dockyard has fallen the honour of constructing not only the nameship of the Dreadnought era, but most of the other vessels of the all-big-gun type which have marked any new group in design or armament, such as the new ship.

The *Queen Elizabeth* will mean a step forward in the building of these leviathans almost as important as that from the King Edward class to the original Dreadnought, and in speed, armament, and design she will be superior to any battleship afloat.

When Mr. Churchill made his memorable statement on oil fuel, the general impression conveyed by him was that only the vessels in contemplation would possess the advantages mentioned. As a matter of fact, it is no secret at Portsmouth that the *Queen Elizabeth* is being built as an "only oil fuel" ship, and will add two or three knots to the speed of previous Dreadnoughts.

SPECIAL FEATURES.

There are other features that will make the new vessel an epoch-marking ship. These are the outcome of the important decision of the Admiralty to dispense with coal as a steam raiser for our future Dreadnoughts. The freeing of the enormous space hitherto allocated to coal bunkers will enable the vessel to have an extension of the double bottom system as high as the protected deck.

This will mean that the whole of the vessel below the waterline will be built with two skins, on the principle of a ship within a ship, and with the series of transverse and longitudinal bulkheads this will make the vessel as unsinkable as the science of modern naval construction can.

Between these two skins the great warship will carry her supplies of oil fuel—supplies which will give the vessel a radius of action far exceeding anything possible with coal fuel.

The double bottoms are being specially sealed in order to ensure absolute "tightness," and in the event of the vessel striking a rock and having a portion of her bottom torn away, the parts damaged would be isolated, so that the whole of her liquid furnace supplies would not be lost.

The *Queen Elizabeth* will be the heaviest ship ever launched from the Royal Naval Yard, and will be in a more advanced state of completion than any previous Dreadnought. Day and night shifts are employed in the ship to have her ready by the date provisionally arranged in her programme.

OIL FUEL WARSHIPS.

The five oil fuel Dreadnoughts were designed, Mr. Churchill stated in the [illegible] reply to Mr. Hunt (C., Ludlow), before the Royal Commission on Oil Fuel reported.

He added that he had already explained the reasons why the ships were so designed.

Mr. Hunt asked "why there has been so much secrecy and hurry over the oil question, when we had to go back to coal-driven ships immediately afterwards?"

"I can add nothing useful to my recent statement," Mr. Churchill replied.

RUBBER COMPANIES.

STRAITS AND GENERAL DEVELOPMENT COMPANY.—The report for 1912 states that no work has been done on the claims of the Benoni Outcrops (Limited) during the past year, and owing to the continued depression in the South African market it has not been practicable to make any arrangement for their development. The directors, however, anticipate that they will be in a position to formulate a scheme for dealing therewith when market conditions are sufficiently improved. The auditor's note indicates a depreciation of £2,282 in the value of the investments, as compared with that of last year.

MOUNT AUSTIN (JOHORE) RUBBER ESTATES.—The report for the year to March 31st states that the profit and loss account shows, with the balance brought forward, a credit balance of £16,772. A sum of £4,500, part of the Debenture interest, has been charged to capital. Owing to the severe fall in the price of rubber the profit is less than was anticipated, and the directors regret that in consequence they are only able to recommend a dividend for the year at the rate of 3½ per cent. A year ago 5 per cent. was paid. The total output for the year amounted to 258,014lb., which exceeds the estimate by over 15,000lb. The sales realized a gross average price of 3s. 9.96d. per lb. The cost of production f.o.b. was 2s. 2.18d. per lb., as compared with 2s. 4d. per lb. for the preceding year. The continued high cost is accounted for by the very considerable number of young trees which have been brought into the tapping round during the year. The estimated output of rubber for the current financial year is 400,000lb.

RUBBER PLANTATION INVESTMENT TRUST.—The report for the year ended March 31st states that the sum of £827,914 appearing in the balance-sheet as investments in shares, debentures, and options is represented by approximately 59 per cent. in rubber (including coffee interplanted in rubber), 27 per cent. in tea, and 14 per cent. in tobacco and other products. The geographical distribution of the cost of these investments at March 31st last was as follows: Ceylon, 9[illegible] per cent.; East Coast Sumatra, 37½ per cent.; Java, 24½ per cent.; Malay Peninsula, 11½ per cent.; Southern India, 17½ per cent. The directors anticipate that the average cost per acre in bearing to the Trust of its holdings at March 31st is not likely to exceed £60; this is exclusive of estimated capital employed in the production of annual crops. After careful consideration the board states that it has decided to recommend that the authorised capital of the company be increased by £1,000,000 to £2,000,000. In coming to this decision the directors have been influenced by the belief that in the near future excellent opportunities will arise for highly profitable employment of additional capital and for further strengthening the position of the company. If the capital be not increased these opportunities could not be taken advantage of and the operations of the Trust would be greatly restricted and, as indicated in the chairman's speech at the last annual general meeting, it would be necessary to make a call upon the shares at present issued. If the resolution to be moved at the extraordinary general meeting meets with the approval of the shareholders the directors' intention is to make issue from time to time as and when favourable opportunities arise for the utilization of additional capital. The profit and loss account shows that with the carry forward (£88,275) from 1911-12 the profit to March 31st, 1913, was £171,247, from which has to be deducted the interim dividend of 5 per cent. paid, less tax, on January 8th, 1913, together with the directors' remuneration of 10 per cent. thereon, leaving £142,372. The directors recommend the payment, less tax, of a final dividend of 5 per cent., leaving £113,497 to be carried forward.

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[712

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Hongkong, 5th April, 1913.

WEATHER REPORT.

On the 3rd at 11.10 a.m.—Pressure has increased slightly in the north, an area of high pressure stretching from N. China to N. Japan.

Pressure has increased slightly over Annam, and decreased considerably over N. Luzon, the typhoon having approached within 200 miles to the south-east of Aparri at 6 a.m. this morning, travelling north-westward at the rate of about 13 m. p.h.

Hongkong rainfall for 24 hours ending at 8 a.m. to-day, 1.06 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	
Formosa Channel	N.E. gale.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan.	East winds, moderate.

E. to N.E. winds, freshening; cloudy, some rain.

CHINA COAST METEOROLOGICAL REGISTER.

3RD SEPTEMBER, 1913, A.M.

Station.	Hour.	Barometer Sea Level	Temperature	Humidity.	Wind Direction	Wind Force	Weather	Rain
Vladivostock	7 a.	30.03	57	—	NNE	3	b	
Nomaro	6 a.	29.95	—	—	N	2	—	
Hakodate	"	29.99	—	—	—	0	—	
Tokio	"	29.91	—	—	NNW	1	—	
Kochi	"	29.91	—	—	SW	1	—	
Nagasaki	"	29.93	—	—	NE	1	—	
Kagoshima	"	29.92	—	—	—	0	—	
Oshima	"	29.85	—	—	NNE	3	—	
Naha	"	29.77	—	—	NNE	3	—	
Ishi'jima	"	29.70	—	—	NE	4	—	
Bonin Is.	"	29.89	—	—	—	0	—	
Ci'efoo	"	—	—	—	—	—	—	
Weihaiwei	"	30.05	68	90	WNW	2	b	
Hankow	"	—	—	—	—	—	—	
Ichang	"	—	—	—	—	—	—	
Kinkiang	"	—	—	—	—	—	—	
Changsha	"	—	—	—	—	—	—	
Shanghai	"	30.00	6[illegible]	100	N	1	b	
Gutzlaff	"	29.98	73	67	NE	4	bv	
Sharp Peak	7 a.	29.84	79	—	N	3	b	
Amoy	6 a.	29.85	79	40	NE	5	b	
Swatow	"	—	—	—	—	—	—	
Taihoku	5 a.	29.78	—	—	N	2	—	
Taichu	"	29.68	—	—	NE	2	—	
Tainan	"	29.64	—	—	NE	4	—	
Koshun	"	29.64	—	—	N	6	—	
Pescadores	"	29.67	—	—	NE	10	—	
Canton	9 a.	29.79	83	83	—	0	o	
Hongkong	6 a.	29.80	77	87	ESE	2	o	
Gap Rock	"	29.76	—	—	E	4	o	
Macao	"	29.79	78	—	E	2	o	
Wuchow	9 a.	—	—	—	—	—	—	
Hoihow	"	—	—	—	—	—	—	
Pakhoi	"	—	—	—	—	—	—	
Paulien	6 a.	29.81	79	—	NE	2	o	
Tourane	"	29.78	75	—	E	2	—	
C S James	"	29.82	75	—	WSW	4	o	
Aparri	"	29.45	81	—	NNE	4	p	
Manila	"	29.56	79	—	—	0	o	
Legaspi	"	29.54	7[illegible]	—	SW	2	b	
Bacolod	9 a.	29.91	89	—	SW	3	or	
Iloilo	"	—	—	—	SE	3	or	
Cebu	"	29.86	81	—	SW	—	o	
Labuan	"	29.84	82	—	—	—	—	

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, at the level of the sea in inches, tenths and hundredths.

TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squalls, r rain, s snow, t thunder, v visibility, w dew (wet)

7 RAIN in inches tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 3rd

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.80	29.60	29.72
Temperature	84	77	85
Humidity	63	87	71
Wind Direction	East	ESE	West
" Force	3	2	1
Weather	b	o	o
Rain		1.06	

Highest open air Temperature on 2nd ... 85
Lowest open air Temperature on 2nd ... 80

HONGKONG TIDE TABLE.

From 4th to 10th September, 1913

Days of Week	Days of Month	HIGH WATER H'kong Mean Time.	Height.	LOW WATER H'kong Mean Times.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Thurs.	4	m 11 57	6 8	m 5 52	1 9
		11 47 a	6 3	5 54 a	2 5
Fri.	5	0 52 a	5 9	m 6 15	2 0
				6 22 a	3 2
Satur.	6	m 0 23	5 5	m 7 14	2 2
		2 8 a	5 1	6 45 a	3 7
Sun.	7	m 1 3	6 5	m 8 38	2 4
		4 0 a	4 5	7 0 a	4 1
Mon.	8	m 1 52	6 5	m 10 35	2 4
		No infer.	high-	nor low-	water
Tues.	9	m 3 6	6 5	0 3 a	2 2
		No infer.	high-	nor low-	water
Wed.	10	m 4 49	6 6	1 5 a	1 9
		No infer.	high-	nor low-	water

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Mr E F. Aucott
Mr & Mrs Auld and children
Mr Haskett
Mr & Mrs W. C. Barrett and child
Mr & Mrs C. W. J. Bell
Mr G. A. Bena
Mr & Mrs Beyer
Major Bowen, A.P.D.
Mrs Bowdler
Hon Mr Bucknill
Mr W. A. Butterfield
Mr & Mrs Currie
Mr M. Cary
Capt Clarke
Mr Davenport and children
Major Davy
Mr Dixon
Mr & Mrs Dobbee
Miss Drenry
Mr G. A. Dutton
Mr S. H. Ellis
Consul & Mrs Eitzen
Mr & Mrs A. Gibson
Mr T. Gordon
Lt.-Col. Gordon Hall, R.A.M.C.
Mr & Mrs B. A. Hale
Mr H. Hancock
Miss Hancock
Maj. & Mrs M. S. Hardy
Mr & Mr. Haskell
Mr F. A. Haseland
Mr & Mrs Hell
Capt & Mrs Hodgins
Maj. Humphrey, R.E.S.
Mr & Mrs W. G. Humphreys
Lt.-Col. H. W. Iles, R.G.A.
Consuls Jassens
Mr A. Keith
Mr & Mrs E. S. Krauss
Major General Kelly
Mr Lauder
Mr Laughlin
Mr & Mrs Auld and children
Mr Lloyd
Dr Macfarlane
Maj. & Mrs McMunn, children & nurse
Mr McNulty
Mr & Mrs E. N. Mitchelmore and child
Mrs Mitchell and child
Rev. Copley Moyle
Mrs Nelson
Mr Ober
Miss Orr
Mr & Mrs Paterson
Mr T. Perkins
Mr J. J. Plummer
Lt-Col. Radcliffe, R.E.
Mr & Mrs T. Parker Rees
Mr F. L. Relton
Capt & Mrs Riley
Mr & Mrs A. Ritchie
Eng: Comdr. Roome
Mr & Mrs E. H Sharp
Mr A. Sinclair
Mr C. Skott
Lt-Col. Usher Smith
Mr Soffietti
Mr & Mrs G. E. Stewart and child.
Capt & Mrs Stericker nurse and child
Mr & Mrs Tope
Mr O. Wagner
Mr N. C. Walker
Mr & Mrs Watson
Capt Whitefield
Mr & Mrs Wick
Mr David Wood
Miss Wright

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA,"

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 13th September, 1913, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "EGYPT," due in London on the 25th October, 1913.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 1st September, 1913. [1

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 i.h.p., Comdr. A. Cochrane, Weihaiwei.
Atlas, admiralty tug, 615 tons, 1,400 i.h.p., Hongkong.
Bramble, gunboat, 710 tons, 900 i.h.p., Lieut.-Comdr. B. E. Prichard, Weihaiwei.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow
Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Commr Hugh P. E. T. Williams, Hongkong.
Cherub, water tank and tug, 390 tons, 340 i.h.p., Master W. Smith, Hongkong
Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Mackenzie, Canton.
Fame, torpedo boat destroyer, 340 tons, 6 guns, 5,700 i.h.p., Lieut.-Comdr. Wilkinson Hongkong.
Flora, 4,360 tons, 9,000 f.d., 12 guns, Capt. Charles F. Corbett, M.V.O., Weihaiwei.
Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Capt. Marcus Rowley Hill, Hankow.
Kinsha, 616 tons, 1,200 i.h.p., Lieut.-Comdr. H. Marryatt, Yangtsze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Capt. F. C. C. Pasco, Labuan.
Minotaur, armoured cruiser (flagship Vice Admiral T. H. Jerram, C.B.,) 27,000 i.h.p., Capt. E. L. Kiddle, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, 22,000 i.h.p., Capt. B. H. F. Bartletot, M.V.O., Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt. Comdr. Alan Dixon, Hongkong.
Newcastle, 1st class cruiser, 4,800 tons, turbin. 22,000 f.d., Capt. P. A. Powlett, Shanghai,
Nightingale, river gunboat, 85 tons, 240 h.p. Lieut.-Comdr. Malcolm Murray, R.N., Yangtsze.
Otter, torpedo-boat destroyer, 325 tons, 6 guns, 6,300 i.h.p., Lieut.-Comdr. Wilkinson, Hongkong.
Ribble, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. E. J. G. Mackinson, Weihaiwei.
Robin, river gunboat, 85 tons, guns, 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.
Rosario, depot ship for Submarines, 930 tons, 1,400 i.h.p., Commander N. E. Archdale, Hongkong.
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. H. Hutton, West River.
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice L. Leslie, Yangtsze.
Taku, torpedo boat destroyer, 305 tons, 6,000 i.h.p., Gunner W. H. Ryder, Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hon. Guy Stopford, Chungkiang.
Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. H. K. N. Cottrell-Dormer, R.N.
Usk, T.B.D., 590 tons, 7,500 f.d., 6 guns, Lieut. —— Maxwell, Weihaiwei.
Virago, torpedo boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lt.-Comdr. Boddam Whetham, Weihaiwei.
Welland, T.B.D., 590 tons, 7,500 f.d., 6 guns, Comdr. Seymour, Weihaiwei.
Whiting, torpedo boat destroyer 360 tons, 5 guns, 5,900 h.p., Lieut.-Comdr. R. Neville, Weihaiwei.
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. J. C. F. Borrett, Yangtsze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtsze.
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtsze.

Submarines:—
C. 36. D. J. McGillewie, Lieut.-Comdr.
C. 37, J. A. Gaimes, Lieut.-Comdr.
C. 38, R. K. C. Pope, Lieut.-Comdr.
T.B. 035, Lieut.-Comdr. Hedley, Hongkong
T.B 036, Lieut.-Comdr. Stileman, Hongkong.
T.B 037, Lieut.-Comdr. Nicol, West River.
T.B. 038, Lieut.-Comdr. Seymour, West River.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &C.	NYANZA	Brit. str.	—	H. N. Rivers, R.N.R.	P. & O. S. N. Co.	About 13th inst.
LONDON & ANTWERP	RADNORSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD	On 12th Oct.
HAVRE & HAMBURG, &c.	BELGRAVIA	Ger. str.	k. w.	Giratenbrün	HAMBURG-AMERIKA LINIE	On 13th inst.
HAVRE, ANTWERP & HAMBURG, &c.	GRÄCIA	Ger. str.	k. w.	Hansen	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVRE, ANTWERP & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Jochims	HAMBURG-AMERIKA LINIE	On 18th inst.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMBIA	Ger. str.	k. w.	Rober	HAMBURG-AMERIKA LINIE	On 1st Oct.
HAVRE & HAMBURG, &c.	O. J. D. AHLERS	Ger. str.	k. w.	Frerichs	HAMBURG-AMERIKA LINIE	On 8th inst.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.	AUSTRALIEN	Germ. str.	—	Goubault	MESSAGERIES MARITIMES	On 9th inst., at 1 P.M.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 10th inst., at D'light.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &C.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	To-day, at 1 P.M.
VICTORIA, B.C., & TACOMA VIA JAPAN PORTS, &c.	AWA MARU	Jap. str.	—	R. Shimizu	NIPPON YUSEN KAISHA	On 9th inst., at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 17th inst., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, &C.	DEN OF GLAMIS	Brit. str.	—		JARDINE, MATHESON & Co., LD	On 23rd inst.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND.	VORWAERTS	Aus. str.	—		SANDER, WIELER & Co.	About 4th inst.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &C.	AFRICA	Aus. str.	—		SANDER, WIELER & Co.	On 15th inst., at 4 P.M.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &C.	GLENLOGAN	Brit. str.	—	J. McGregor	SHEWAN, TOMES & Co.	About 7th Oct.
GLASGOW, LONDON & ANTWERP	SATSUMA	Brit. str.	—		DODWELL & Co. LTD.	About 12th inst.
NEW YORK	EMPRESS OF RUSSIA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 10th inst., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &C.	C. FERD. LAEISZ	Ger. str.	k. w.	Geissel	PACIFIC MAIL S.S. Co.	On 30th inst.
VANCOUVER, SEATTLE and/or TACOMA & P'LAND. (Or.)	PERSIA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 13th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	HONGKONG MARU	Jap. str.	—	S. Togo	TOYO KAISEN KAISHA	On 19th inst., at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	KOREA	Am. str.	—		PACIFIC MAIL S.S. Co.	On 20th inst., at 1 P.M.
SAN FRANCISCO VIA KEELUNG & JAPAN, &C.	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	MELCHERS & Co.	On 6th inst., at 9 A.M.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—		GIBB, LIVINGSTON & Co.	On 19th inst., at 11 A.M.
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 24th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	BUYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 4th Oct., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
JAPAN	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD	To-morrow, at 4 P.M.
YOKOHAMA, KOBE & MOJI	FULTALA	Brit. str.	—	Chidley	JARDINE, MATHESON & Co., LD	On 10th inst., at 4 P.M.
YOKOHAMA, KOBE & MOJI	CHINA	Aus. str.	—		SANDER, WIELER & Co.	About 27th inst.
YOKOHAMA & KOBE VIA SHANGHAI	TANGO MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 11th inst., at 11 A.M.
KOBE & YOKOHAMA	COBLENZ	Ger. str.	—	L. Klugkist	MELCHERS & Co.	About 16th inst.
KOBE	JELUNGA	Brit. str.	—	J. R. O. Sullivan	DAVID SASSOON & Co., LTD.	On 19th inst.
KOBE & MOJI	INABA MARU	Jap. str.	—	S. Tominaga	NIPPON YUSEN KAISHA	On 24th inst., 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	INDO MARU	Jap. str.	—	K. Komiya	OSAKA SHOSEN KAISHA	On 20th inst., P.M.
MOJI, KOBE & YOKKAICHI	KUEICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
WEIHAIWEI & TIENTSIN	CHEONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., LD	On 9th inst., at Noon.
TIENTSIN VIA WEIHAIWEI	HOPSANG	Brit. str.	—	J. M. Hay	JARDINE, MATHESON & Co., LD	On 6th inst., at Noon.
CHINWANTAO	CHOYSANG	Brit. str.	—	M. Courtney	JARDINE, MATHESON & Co., LD	To-day, at Noon.
SHANGHAI VIA SWATOW	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 4th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	L. Jones	BUTTERFIELD & SWIRE	On 6th inst., at M'night.
SHANGHAI	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD	On 7th inst., at D'light.
SHANGHAI	RANGOON MARU	Jap. str.	—	Kamoshita	NIPPON YUSEN KAISHA	On 7th inst.
SHANGHAI, MOJI & KOBE	LUCHOW	Brit. str.	1 m.	J. Meatheral	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
SHANGHAI	LIBERIA	Ger. str.	k. w.	Schröder	HAMBURG-AMERIKA LINIE	On 11th inst.
SHANGHAI, KOBE & YOKOHAMA	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	About 11th inst.
SHANGHAI	YEDDO	Swed. str.	—		ARTHUR NILSSON & Co.	On 13th inst.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TOSA MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KOERBER	Aus. str.	—		SANDER, WIELER & Co.	On 1st Oct., at 6 A.M.
SHANGHAI	JAPAN	Swed. str.	—		ARTHUR NILSSON & Co.	About 2nd Oct.
SHANGHAI, YOKOHAMA, KOBE & MOJI	TJILIWONG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI	NINGPO	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
NINGPO, SHANGHAI & NEWCHWANG	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 7th inst., at Noon.
TAMSUI VIA SWATOW & AMOY	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS, LAPRAIK & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS, LAPRAIK & Co.	On 7th inst., at 11 A.M.
SWATOW	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS, LAPRAIK & Co.	On 9th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	KWEILIN	Brit. str.	1 m.	G. Ervahe	BUTTERFIELD & SWIRE	On 10th inst., at Noon.
SWATOW, AMOY & SHANGHAI	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS, LAPRAIK & Co.	On 13th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co.	To-day, at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	YUENSANG	Brit. str.	—	E. Schenk	JARDINE, MATHESON & Co., LD	On 6th inst., at 2 P.M.
MANILA	PAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD	On 13th inst., at 2 P.M.
MANILA	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co.	On 13th inst., at 4 P.M.
MANILA, MANGARIN, CEBU & ILOILO	TJISINI	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch
BATAVIA, CHERIBON, SAMABANG, &c.	LUZON MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	To-morrow, at 4 P.M.
BOMBAY VIA S'PORE PORT S'HAM, PENANG & COLOMBO	BOMBAY MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 6th inst.
BOMBAY VIA SINGAPORE & COLOMBO	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD	To-morrow, at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	COLOMBO MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	On 6th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KUMSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., LD	On 9th inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON Co., LTD.	On 17th inst.
SINGAPORE, PENANG, & CALCUTTA						

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER

STEAMERS	Hongkong	S'hai Woosung	Nagasaki	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Leave	Arrive
EMPRESS OF RUSSIA	10 Sept.	12 Sept.	14 Sept.	16 Sept.	18 Sept.	27 Sept.
EMPRESS OF INDIA	24 Sept.	27 Sept.	29 Sept.	1 Oct.	3 Oct.	15 Oct.
EMPRESS OF ASIA	8 Oct.	10 Oct.	12 Oct.	14 Oct.	16 Oct.	25 Oct.
EMPRESS OF JAPAN	22 Oct.	25 Oct.	27 Oct.	29 Oct.	31 Oct.	12 Nov.
EMPRESS OF RUSSIA	5 Nov.	7 Nov.	9 Nov.	11 Nov.	13 Nov.	22 Nov.
EMPRESS OF INDIA	19 Nov.	22 Nov.	24 Nov.	26 Nov.	28 Nov.	10 Dec.

To L'POOL

Quebec	Liverpool
Leave	Arrive
2 Oct.	9 Oct.
23 Oct.	30 Oct.
30 Oct.	6 Nov.
20 Nov.	27 Nov.
St. John 27 Nov.	4 Dec.
18 Dec.	25 Dec.

From L'POOL

Liverpool	Quebec
Leave	Arrive
15 Aug.	22 Aug.
29 Aug.	5 Sept.
12 Sept.	19 Sept.
—	—
26 Sept.	3 Oct.
10 Oct.	17 Oct.

From VANCOUVER

STEAMERS	Vancouver	Yokohama	Kobe	Nagasaki	S'hai Woosung	Hongkong
	Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPRESS OF INDIA	27 Aug.	10 Sept.	11 Sept.	13 Sept.	15 Sept.	18 Sept.
EMPRESS OF ASIA	10 Sept.	21 Sept.	22 Sept.	24 Sept.	26 Sept	29 Sept.
EMPRESS OF JAPAN	24 Sept.	6 Oct.	9 Oct.	11 Oct.	13 Oct.	16 Oct.
MONTEAGLE	1 Oct.	17 Oct.	20 Oct.	Moji 22 Oct.	25 Oct.	28 Oct.
EMPRESS OF RUSSIA	8 Oct.	19 Oct.	20 Oct.	N'saki 22 Oct.	24 Oct.	27 Oct.
EMPRESS OF INDIA	22 Oct.	5 Nov.	6 Nov.	8 Nov.	10 Nov.	13 Nov.

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC.	VIA NEW YORK.
EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE	Meals and Sleeping	£71.10	£71.10
	Car Berth across	£65 —	£65 —
	Canada £6 additional.	£43 —	£45 —

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

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THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,250, displacement 34,000 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers. "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

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INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI VIA SWATOW	"CHOYSANG"	Thursday, 4th Sept., Noon
*SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Friday, 5th Sept., 2 P.M.
YOKOHAMA, KOBE & MOJI	"LAISANG"	Friday, 5th Sept., 4 P.M.
* MANILA	"YUENSANG"	Saturday, 6th Sept., 2 P.M.
* CHINWANTAO	"HOPSANG"	Saturday, 6th Sept., Noon.
† SHANGHAI	"HANGSANG"	Sunday, 7th Sept., D'light.
† TIENTSIN VIA WEIHAIWEI	"CHEONGSHING"	Tuesday, 9th Sept., Noon.
*SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Tuesday, 9th Sept., 2 P.M.
MANILA	"LOONGSANG"	Saturday, 13th Sept., 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "LAISANG," "KUMSANG," "Lovat," "Yatshing" and "Saisang," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Y'tsze, Chefoo, T'tsin, Dalny, W'wei, T'tau & N'chwang.

Telephone No. 215, Sub. Exch. 1.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 4th September, 1913. 14

BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN.

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA KOBE and MOJI on the 10th September, at 4 P.M. taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.
Hongkong, 28th August, 1913. 150

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON & ANTWERP	"RADNORSHIRE"	On 12th Oct.
LONDON & ANTWERP	"VESTALIA"	On 18th Oct.
LONDON & ANTWERP	"DEN OF RUTHVEN"	On 26th Oct.

NEW TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF GLAMIS"	On 23rd Sept.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"DEN OF AIRLIE"	On 16th Nov
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	"MONMOUTHSHIRE"	On 14th Dec.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No. 9

JARDINE, MATHESON & Co., LTD. AGENTS.

Hongkong, 26th August, 1913. 149

SHIPPING

ARRIVALS.

ANHUI, British str., 3rd September—Canton.
BRIDGE, Norwegian str., 650, J. Folkman, 3rd September—Bangkok 20th August, General.—Order.
CHOYSANG, British str., 3rd September—Canton.
HAICHING, British str., 1,267, W. C. Passmore, 3rd September—Swatow 2nd September, General.—Douglas, Lapraik & Co.
HARPALYCE, British str., 3,690, Wawn, 3rd September—Moji 29th August, General.—Jardine, Matheson & Co.
HELENE, German str., 771, J. Jessen, 3rd September—Swatow 2nd September, General.—Jebsen & Co.
KUMSANG, British str., 2,077, F. Wheeler, 2nd September—Moji 28th August, General.—Jardine, Matheson & Co.
LOCKSUN, German str., 1,020, F. Prohe, 2nd September—Bangkok 27th August, Rice, Butterfield & Swire.
MACHEW, German str., 995, R. G. Zollner, 3rd September—Bangkok 27th August, Rice.—Butterfield & Swire.
MATHILDE German str., 831, Schlaikier, 3rd September—Hoihow 2nd September, General.—Jebsen & Co.
PRINZ LUDWIG, German str., 5,688, F. von Binzer, 3rd September—Hamburg 24th July, General.—Melchers & Co.
TJILATJAP, Dutch str., 2,476, M. H. Laps, 2nd September—Balik Papan 26th August, General.—Java-China-Japan Lijn.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

September 3rd.

CARL DIEDERICHSEN, Ger. str., for Takao.
CHIHLI, British str., for Saigon.
CHOYSANG, British str., for Shanghai.
ITSUKU MARU, Japanese str., for W'matsu.
SIKIANG, French str., for Haiphong.

DEPARTURES.

September 3rd.

BUELOW, German str., for Europe.
HAIMUN, British str., for Swatow.
HUICHOW, British str., for Tientsin.
ICHANG, British str., for Chingwantao.
KWANGTEH, Chinese str., for Canton.
NANKIN, British str., for London.
KAIYO MARU, Japanese str., for Foochow.
KANSAS, British str., for Cebu.
KATHE, German str., for Tamsui.
TELEMACHUS, British str., for Saigon.
WINGSANG, British str., for Hongay.

SHIPPING REPORTS.

The British str. *Kumsang* reports: Fine and clear, light N. easterly winds and smooth sea.

The Norwegian str. *Bridge* reports: Variable winds with small squall, rough sea towards Hongkong.

The British str. *Haiching* reports: Had moderate easterly breeze and overcast clear weather.

PASSENGERS.

ARRIVED.

Per *Haiching*, from Swatow, Rev. A. D. Stewart, Mrs. Gibson, Miss Chapman, Miss E. O'Sullivan, Miss Neil, Miss Doble and Mr. Bargmann.

Per *Prinz Ludwig*, for Hongkong, from Hamburg, etc., Mrs. P. McDonnell, Mr. A. S. Hoheuer, Mr. R. G. France, Mr. T. W. Young, Mr. A. Wenk, Mrs. R. E. Lewis, Mr. F. L. Marez, Mrs. M. Gunther, Mr. W. Hofasker, Mr. H. Timalla, Mr. P. Kaiser, Mr. L. Losel, Mr. L. Pakafke, Miss E. Klingelholler, Mr. G. Schroeter, Mr. P. Schrage, Mr. Th. Schindler, Mr. A. H. Thomas, Mr. H. Gooch and Mr. T. R. Reyes.

PASSED THE CANAL.

August 8th—*Nile, Stentor.*
August 12th—*Benarty, Diomed, Indien, Sunda, Titan, Kish.*
August 15th—*Indrani, Ouafa, Socotra, Tango Maru, Wray Castle, Den of Glamis, Paul Lecat.*
August 19th—*Machaon.*
August 22nd—*Athenga, Bayern, Glenstrae, Sardinia, Sithonia Yeddo, Demodocus.*
August 26th—*Annam, Altmark, Indrakuala.*
August 29th—*Usuta Maru, Canton, Kamo Maru, Siam, Yorck, Gneisenau, Ischia.*
September 2nd—*Armand Behic, Konang Si, Macedonia, Perseus, Goldenfels.*

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA"...On or about 12th Sept.

For Freight and further information, apply to

DODWELL & CO., LTD.
Agents.

Hongkong, 27th August, 1913. [1073

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong:		From Colombo
27th Sept.	Connecting with "KATANGA"	12th Oct.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailings.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,
Managing Agents

138

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

Regular Service Between
CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS

EASTWARD.

S.S. "JELUNGA," 5,206 tons, Captain J. H. O. Sullivan, will be despatched for KOBE and MOJI on 19th September.

S.S. "ARIATOON APCAR," 4,450 tons, Capt. W. Walker, will be despatched to SHANGHAI, KOBE and MOJI on 23rd September.

WESTWARD.

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 17th September.

S.S. "DILWARA," 5,323 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 22nd September.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 3rd September, 1913. AGENTS. 60

PACIFIC MAIL S.S. Co.

THE AMERICAN LINE TO SAN FRANCISCO.

MONGOLIA 27,000 tons, twin screws. MANCHURIA 27,000 tons, twin screws. KOREA 18,000 tons, twin screws. SIBERIA 18,000 tons, twin screws. Also NILE ...11,000 tons. CHINA ...10,200 tons. PERSIA... 9,000 tons.	COMFORT. SAFETY. SPEED.	From HONGKONG calling at SHANGHAI, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific) through Service via NEW YORK to Europe.

SOME FEATURES OF SERVICE.

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraphy, Submarine Signal Service, and Bilge Keels. Cuisine Under Personal Supervision of Mr. V. MORONI, one of the World's most Famous Caterers.

THE COST:—By this route to London with its unrivalled opportunities is £71-10-0, for a return ticket £120. To San Francisco via Japan and Honolulu the cost is £45. By the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Army and Navy Officers, Diplomatic, Consular and Civil Service, on application.

Steamers	Tons	Sailing	
* PERSIA	9,000	... ...	SATURDAY, 13th Sept., at Noon
KOREA	18,000	... ...	SATURDAY, 20th Sept., at 1 P.M.
SIBERIA	18,000	... ...	SATURDAY, 4th Oct., at 1 P.M.
* CHINA	10,200	... ...	TUESDAY, 14th Oct., at Noon.
MANCHURIA	27,000	... ...	TUESDAY, 21st Oct., at 1 P.M.
* NILE	11,000	... ...	TUESDAY, 28th Oct., at 9.45 A.M.
MONGOLIA	27,000	... ...	SATURDAY, 8th Nov., at 1 P.M.
* PERSIA	9,000	... ...	TUESDAY, 25th Nov., at Noon.

*Intermediate Steamers.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG. Leave Hongkong.		Arrive Manila.	From MANILA. Leave Manila.		Due Hongkong.
13th Sept. ...	PERSIA	15th Sept.	2nd Sept. ...	PERSIA	4th Sept.
14th Oct. ...	CHINA ...	16th Oct.	10th Sept. ...	KOREA ...	12th Sept.
28th Oct. ...	NILE ...	30th Oct.	24th Sept. ...	SIBERIA ..	26th Sept.
25th Nov. ...	PERSIA ..	27th Nov.	2nd Oct. ...	CHINA ...	4th Oct.
30th Dec. ...	CHINA	1st Jan.	9th Oct. ...	MANCHURIA	11th Oct.

LET US PLAN AN ITINERARY FOR YOU.

King's Building (opposite Blake Pier). Telephone No. 141.

R. C. MORTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915. 32

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

For	Steamer	To Sail.
MARSEILLES via PORTS ...	AUSTRALIEN .. Capt. Goubault	On 9th Sept., at 1 P.M.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.12 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpreters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERRE, Acting Agent,
QUEEN'S BUILDING

2

SWEDISH EAST-ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

Destination	Steamers	Tons	Date of Sailings.
SHANGHAI, YOKOHAMA, KOBE and MOJI ...	"YEDDO"	7,200 ...	On 13th Sept.
	"JAPAN"	9,000 ...	... About 2nd Oct.

For Freight and Further Particulars, apply to Telephone No. 171.

ARTHUR NILSSON & Co.,
YORK BUILDINGS, Top Floor.

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HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 3 SEPT., 1913.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*
THURSDAY, 4 SEPT., 1913.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776, Night Steamers Call No. 775.

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *SUI AN*, Tons 1,651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.
SUNDAY, 7 SEPTEMBER, 1913.

The Company's Steamship

"SUI AN"

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. *HOI-SANG*, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao, on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [51

SAN FRANCISCO SCENIC ROUTE

SAN FRANCISCO SCENIC ROUTE
TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC
DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU ... ... 22,000 tons.
S.S. CHIYO MARU ... ... 22,000 tons.
S.S. SHINYO MARU ... ... 22,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (Intermediate.)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate.)

The Quickest and Comfortable Way of Travel From Japan, China, Philippines and the Far East, via Honolulu.

These Vessels present the Farthest Advance in the Science of Shipbuilding, being Equipped with every Modern Device for the Safety, Convenience, Comfort and Entertainment of Passengers, including Wireless Telegraph, Automatic Safety Devices, Electric Lights in every Berth, Electric Fans in every Stateroom, Brass Beds, Porcelain Bathtubs, Steam Laundry, Nursery and Playground for Children, Open Air Gymnasium, Moving Picture Shows, Swimming Tanks, Orchestral Concerts, Perfect Service—Unequaled Cuisine.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver Without Change. Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New Lands, Cities and Scenes—Hundred of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the San Francisco Scenic-Route ask for Ticket form No. 626.

C. LACY GOODRICH,
General Oriental Agent,
57 75, Main Street, YOKOHAMA, and King's Building, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government
MONTHLY FAST SERVICE TO TRIESTE (VENICE),
via Singapore, Penang, Colombo, Aden, Suez and Port Said.

S.S. "AFRICA," 8,840 tons, will leave as above on 15th Sept., at 4 P.M.

Superior accommodation for 1st, and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardesses, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) via Straits (Calcutta), Colombo, Aden, Suez and Port Said.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 4th Sept.

These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.

BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.

BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9.

BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.3, II £5.1.6

TO SHANGHAI.

S.S. "KOERBER," 9,900 tons, will leave as above on 1st October, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE via SHANGHAI, YOKOHAMA.

S.S. "CHINA," 11,800 tons, will leave as above about 27th September.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America

SANDER, WIELER & Co., Agents.
Hongkong, 2nd September, 1913. Princes' Building. 52

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

Takings Passengers also for

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON and NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 day later)
Steamer	Noon, Saturday	Steamer	Saturday	Friday
DEVANHA	Sept. 13	MALWA	Oct. 11	Oct. 17
ASSAYE	Sept. 27	MOOLTAN	Oct. 25	Oct. 31
CHINA	October 11	Through Steamer	N. 8	Nov. 14
DELTA	October 25	MARMORA ...	Nov. 22	Nov. 28
INDIA	Nov. 8	MOLDAVIA	Dec. 6	Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"	"	£42.	"	£63.
	"B"	"	"	£38.	"	£57.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (Non-Transhipment) STEAMERS will leave for

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Proposed Sailings:

Steamers	Leave Hongkong About	Due Marseilles About	Due London About
NYANZA	September 17	October 24	Nov. 2
NORE	October 1	Nov. 5	Nov. 16
NILE	October 15	Nov. 19	Nov. 29
SYRIA	October 29	Dec. 2	Dec. 11
SUMATRA...	November 12	Dec. 15	Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st Saloon £50 Single: £75 Return.
2nd Saloon £35 " £52 "

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. HEWETT,
58 Superintendent.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

Subject to Alteration.

Destinations	Steamers and Displacement	Tons	Sailing Dates
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ...	KITANO MARU Capt. F. E. Cope,	16,000	WED'DAY, 10th Sept., at Daylight.
	IYO MARU Capt. Hirase,	12,500	WED'DAY, 24th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	§ AWA MARU Capt. R. Shimonou,	12,500	TUESDAY, 9th Sept., at 4 P.M.
	§ SADO MARU Capt. Asakawa,	12,500	TUESDAY, 23rd Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler,	9,300	WED'DAY, Sept., at Noon.
	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 22nd Oct., at Noon.
CALCUTTA via SINGAPORE PENANG & RANGOON ...	‡ COLOMBO MARU Capt. Kawashima,	6,000	SATURDAY, 6th September.
BOMBAY via SINGAPORE, and COLOMBO	‡ BOMBAY MARU Capt. Tozawa,	6,000	SATURDAY, 6th September.
KOBE and YOKOHAMA ...	TANGO MARU Capt. Yoshikawa,	13,500	THURSDAY 11th Sept., at 11 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	TOSA MARU Capt. Sato,	12,000	MONDAY, 15th September
NAGASAKI, KOBE & YOKOHAMA	INABA MARU Capt. Tominaga,	12,500	WED'DAY, 24th Sept., at 11 A.M.
SHANGHAI, MOJI and KOBE	‡ RANGOON MARU Capt. Kamoshita,	12,000	SUNDAY, 7th September

§ Fitted with New System of Wireless Telegraphy. Cargo only.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	$135	$122	$108	$95
2nd " ...	$81	$75	$65	$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, Manager.

Telephone Nos. 292 and 1241 [11—12—13

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	NILE ..... Capt. H. Powell	About 4th Sept.	Freight and Passage.
SHANGHAI	ASSAYE... Capt. G. J. Coldwell	About 11th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*DEVANHA*... Capt. W. R. Hickey	Noon, 13th Sept	*See Special Advertisement.*
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NYANZA ..... Capt. H. N. Rivers, R.N.R.	About 13th Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th September, 1913. 1

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 4th Sept., 4 P.M.
NINGPO, SHANGHAI & NEWCHWANG	"NINGPO"	On 5th Sept., 4 P.M.
SHANGHAI	"CHENAN"	On 6th Sept, M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 9th Sept., 4 P.M.
SWATOW, AMOY & SHANGHAI	"KWEILIN"	On 10th Sept., Noon.
SHANGHAI	"LUCHOW"	On 11th Sept., 4 P.M.
WEIHAIWEI & TIENTSIN	"KUEICHOW"	On 13th Sept., Noon.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $15.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE,

Hongkong, 4th September, 1913. TELEPHONE 35. AGENTS. [7

HAMBURG - AMERIKA LINIE.
IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GERELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:
S.S. LIBERIA ..... 11th Sept.
S.S ALBENGA ... .. 20th Sept.
S.S SUEDMARK ... 20th Sept.
S.S ARABIA ... ... 6th Oct.
S.S SEGOVIA ... ... 20th Oct.
S.S ALTMARK ... ... 5th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. O. J. D. AHLERS .. 8th Sept.
FOR HAVRE & HAMBURG:
S.S. BELGRAVIA .. ... 13th Sept.
FOR HAVRE, ANTWERP & HAMBURG:
S.S. GRAECIA ... .. 18th Sept.
FOR HAVRE, BREMEN & HAMBURG:
S.S. SCANDIA ... ... 18th Sept.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (OR).
S.S. C. FERD. LAEISZ 30th Sept.
FOR HAVRE & HAMBURG:
S.S. SENEGAMBIA ... 1st Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong 1st September 1913. [9

DOUGLAS STEAMSHIP CO., LD.
HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING" ...	Capt. W. C. Passmore ..	FRIDAY, 5th Sept., at 11 A.M.
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 9th Sept., at 11 A.M.
"HAITAN"	Capt. J. S. Roach	FRIDAY, 12th Sept. at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... ... Capt. J. W. Evans ... SUNDAY 7th Sept., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier).
For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1913. 6

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ST. ALBANS		On 19th Sept., 11 A.M.
EASTERN	20th September	On 10th Oct., 11 A.M.
ALDENHAM	11th October	On 31st Oct., 11 A.M.
EMPIRE	1st November	On 21st Nov., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU,

Speed 21 KNOTS, Displacement 22,000 TONS.

and the TWIN SCREW S.S.

NIPPON MARU & HONGKONG MARU,
INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
HONGKONG MARU ..	S. Togo	FRIDAY, 19th Sept., NOON.
SHINYO MARU	H. S. Smith ...	THURSDAY, 25th Sept., at Noon.
CHIYO MARU	W. W. Greene ...	FRIDAY, 17th Oct., at Noon.
NIPPON MARU	A. G. Stevens ...	WED'DAY, 5th Nov., at Noon.
TENYO MARU	E. Bent	TUESDAY, 11th Nov., at Noon.

THE S.S. "HONGKONG MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on FRIDAY, the 19th September, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS. The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500 ...	SATURDAY, 4th Oct., at Noon.
ANYO MARU	18,500 ...	WED'DAY, 3rd Dec., at Noon.
KIYO MARU	17,200 ...	THURSDAY, 5th Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

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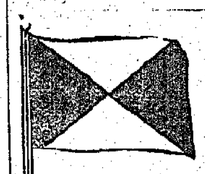
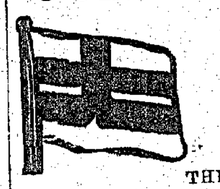


PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller...	Manila, Mangarin, Cebu and Iloilo	On 4th Sept., 4 P.M.
ZAFIRO	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 13th Sept., 4 P.M.

Electric Light. Fans in every Cabins. Competent Stewardess Carried.
For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers.
Hongkong, 27th August, 1913. PHILIPPINES S.S. Co. [10

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
‡ "TACOMA MARU" ...	T. Hamada ...	THURSDAY, 4th Sept., at 1 P.M.
‡ "PANAMA MARU" ...	J. Kanao ...	WED'DAY, 17th Sept, at 1 P.M.
‡ "SEATTLE MARU" ...	N. Saito ...	THURSDAY, 2nd Oct., at 1 P.M.
‡ "MEXICO MARU" ...	N. Kobayashi ...	WED'DAY 15th Oct., at 1 P.M.
‡ "CHICAGO MARU" ...	Goto ...	THURSDAY, 30th Oct., at 1 P.M.
† "CANADA MARU" ...	K. Hori ...	

† Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given to ard Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU" ...	H. Yamamoto ...	FRIDAY, 5th Sept., 4 P.M.
"SAIGON MARU" ...	T. Yamaguchi ...	MONDAY, 22nd Sept., 4 P.M.
"INDO MARU"	K. Komiya ...	THURSDAY, 25rd Oct. 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"INDO MARU"	K. Komiya ...	SATURDAY,	20th Sept., P.M.
"LUZON MARU" ...	H. Yamamoto ...	THURSDAY,	30th Oct., P.M.
"SAIGON MARU" ...	T. Yamaguchi ...		

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU" ...	Y. Yamamoto ...	

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 7th Sept., at Noon.
"SHOSHU MARU" ...	T. Fuchigami ...	

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro...	THURSDAY, 4th Sept., at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Tashiro ...	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor, No. 1, Queen's Building.

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NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL.
MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOUNE	"PRINZ WALDEMAR," Capt. H. BREMER,	6,000	Saturday, 6th Sept., at 9 A.M.
KOBE	"COBLENZ," Capt. L. KLEGKIST.	6,750	Abort Tuesday, 16th Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 26th August, 1913 4

AVERAGE MARKET PRICES.

August 30th, 1913.

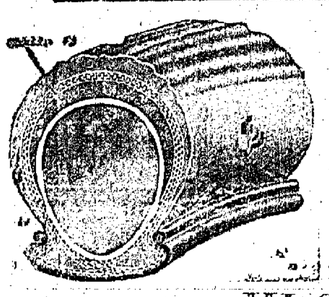
The Prices are given in Dollar Cents.

	BUTCHER MEAT.		
牛肉	Mei Lung Pà Yuk—Beef, sirloin and prime cut	lb.	18
牛肉	Ham Ngau Yok—Corned Beef ..		18
牛肉	Shiu Ngau Yok—Roast Beef...	„	18
牛	Ngau Nam—Breast of Beef ...	„	12
牛湯	Tong Yok—Beef for soup	„	15
牛肉	Ngau Yok Po—Beef Steak.....	„	18
牛腸	Ngau Yok Ch'ong—Sausages	„	20
牛	Ngau Nó—Bullock's Brains' set		10
牛	Ngau Lao—Beef Steak, Sirloin	lb.	28
牛	Ngau Le—Bullock's Tongue, fresh, each	„	40
牛	Hàm Ngau Le—„ corned „		55
牛	Ngau Tau—Bullock's Head...		60
牛	Ngau Sam— „ Heart...	lb.	12
牛	Hàm Ngau Kin—Beef Hump, salt	„	15
牛	Ngau Kók—Bullock's Feet...	each	8
牛	Ngau Iu—Bullock's Kidney ...	„	9
牛	Ngau Moi—Bullock's Tail	„	18
牛	Ngau Kon—Bullock's Liver ...	lb.	12
牛	Ngau Tó—Bullock's Tripe, undressed	„	6
牛	Ngau Tsai T'au Kók—Calvo's head and Feet.....	set	$1.
羊	Yóng Pai Kwat—Mutton Chop	lb.	25
羊	Yóng Po—Leg of Mutton.....	„	25
羊	Yóng Shau—Mutton Shoulder	„	22
羊	Yóng T'au—Sheep's Head & feet	set	65
羊	Yóng Sam—Sheep's Heart	each	7
羊	Yóng Iu—Sheep's Kidneys...	each	9
羊	Yóng Kon—Sheep's Liver ...	lb.	25
豬	Chu Kók—Pig's Feet	each	27
豬	Chu Nó—Pig Brains .....per	set	2
豬	Chú Tsáp—Pig's Fry	lb.	30
豬	Chú T'au—Pig's Head	„	18
豬	Chú Iu—Pig's Kidney	pair	8
豬	Chú P'ai Kwat—Pork Chop ..	lb.	23
豬	Chú Sam—Pig's Heart	„	10
豬	Chú Kon—Pig's Liver	„	24
豬	Chú Tsai—Sucking Pigs (to order)	„	22
牛	Shang Ngau Yau—Beef Suet	„	18
羊	Shang Yóng Yau—Mutton Suet	„	25
牛	Ngau Tsai—Veal	„	18
牛	Ngau Láp Ch'óng—Beef Sausage	„	
牛	Ngau Chai Yuk Ch'óng—Veal	„	26
	POULTRY		
雞	Kai Tsai—Chicken	„	32
雞	Sin Kai—Capons	„	32
鴿	Pan Kau—Doves .....each		
水鴨	Sang Sheng Shó Ap.....	„	
	Wild Duck pair		
鴨	Ap—Ducks.....	lb.	18
雞蛋	Kai Tan—Hen's Eggs .....doz		20
雞	Kai—Fowl, Canton	lb	36
雞	Hoi Nám Kai—Fowls, Hainan	„	32
鵝	Ngo—Geese.....	„	27
上	Shang Hoi Yá Ngoa—Guenese,...	„	
	Shanghai	pair	1.10
野鴨	Wild Duck Shanghai .....pair		1.—
白鴿	Pak Kop—Pigeons { Canton each Hoihow „		40 35
鶉	Um Ch'un—Quail	„	—
兔	Tó Tsai—Hare	„	60
麝香	Musk Deer	„	3.00
雞	Shan Kai—Pheasant	„	—
水鴨	Chá Ku—Partridge .....each		—
雀	Wo Fá Tsak—Rice Birds ...	doz.	—
鴿	Sa Ts'oi—Snipe.....	each	20
水鴨	Shó Ap—Teal.....	„	—
火雞	Fo Kai Kung—Turkeys, Cock	lb.	60
火雞	Fo Kai Mo—Turkeys, Hen ...	„	45
	FISH		
魚	Kai Yú—Barbel	„	10
魚	Pin Yú—Bream	„	18
魚	Tam Shoú Yú—Canton Fresh water Fish	„	20
魚	Le Yú—Carp.....	„	22
魚	Mau Yú—Cat Fish.....	„	17
魚	Man Yú—Codfish	„	18
蟹	Hai—Crabs	„	24
魚	Mak Yú—Cuttle Fish	„	18
魚	Shá Máng Yú—Dab.....	„	18
魚	Wong Moi Lun—Dace	„	16
魚	Tit Tó Shá—Dog Fish	„	9
鰻	Hoi Sin—Eels, Conger	„	18
鰻	Tom Shúi Sin—Eels, Fresh water	„	18
魚	Wong Sin—Eels, Yellow	„	32
蛙	T'in Kai—Frogs	„	36
魚	Shak Pan—Garoupa	„	61
魚	Pak Kap Yú—Gudgeon.....	„	40
魚	Tso Pak Yú—Herrings	„	24
魚	Halibut	„	32
魚	Wong Fá Yú—Labrus.....	„	28
蝦	Lung Há—Lobsters.....	„	59
魚	Shi Yú—Mackerol	„	28
魚	Loach.....	„	32
魚	Chai Yú—Mullet.....	„	28
魚	Mong Yu—Mong Fish	„	40
蠔	Shang Hó—Oysters.....	„	24
魚	Kai Kung Yú—Parrot Fish ...	„	22
魚	Tau Ló—Perch.....	„	29
	Hau Tsz Yú—Pike	„	8
魚	Fa Po Tun—Plaice	„	20
魚	Pák Ch'ong—Pomfret, White.	„	48
魚	Hak Ch'ong— „ Black...	„	28
蝦	Ming Há—Prawns	„	52
魚	Pi Pa Sa—Ra)...	„	10
魚	Sik Kau Kung—Rock Fish...	„	18
魚	Chun Yú—Roach.....	„	10
魚	Sa Yú—Shark	„	10
魚	Ma Yau Yú Salmon, Canton	„	42
魚	Shang Yu—Salmon, Fresh Water	„	—
蝦	Ha—Shrimps	„	36
魚	P'ó Yú—Skate.....	„	12
魚	Lap Yú—Snapper	„	40
魚	Tai Sa Yú—Soles	„	32
魚	Wan Yú—Tench	„	20
魚	Tso Han Yú—Turbot.....	„	28
龜	Kók Yú—Turtles, small, fresh-water	„	60
	Pák Bit Yú—White Bait	„	—
	FRUITS.		
仁	Hang Yan—Almonds.....	„	33
蘋果	Kau Shan Ping Ko—Apples, California	„	25
蘋果	Tin T'sun Pin Ko—Apples, C'foo	„	18
蘋果	Hoi Tong—Apples, small, C'foo	„	10
蘋果	Fan Chi—Apples, Custard, Sugar.....	„	10
蘋果	Yat Pun Ping Ko—Apples, Japanese.....		—
	Shang Sheng Heung Tsiu Pineapples, fragrant, Canton...		3
	Shang Heung Tsiu—Bananas brides, Macao	„	3
	Yeung T'o—Carambola	„	12
	Fung Lat—Chestnuts, Chinese	„	—
	Yo Tsz—Cocoanuts .....each		12
	Pú Tai Tsz—Grapes ... 1st qa	lb	—
	Ning Mong—Lemons, Chinese	„	6
	Kwu Sau Lingmon—Lemon, American...	each	7
	Lai Chi—Lichees, Freshis		—
	„ „ 2nd ..	„	—
	„ „ 3rd ..	„	—
	Lai Chi Kon—Lichees, Sun	„	30
	Ning Mong—Lemons, Saigon	„	—
	Lui Sung Mong—Mango, M'la	each	—
	On Nam Mong—Mango, Saigon	„	—
	Shan Chuk Tsz—Mangosteens, per doz	„	—
	Yong Sai Kwá—Water Melon, American..... ..... per	lb.	5
	Sai Kwá—Water Melon Canton	„	4
	Hoang Kwá Musk Melon American.....	each	10
	Passion Fruit, American ...	lb.	—
	Pak Lam—Olives	„	—
	Ch'ang—Oranges, Sweet...	„	—
	Chin Cosu Chang Orange, Swatow	„	—
	O Mun Ch'ung—Oranges, Mandarin	„	—
	Chu Sá Kat— „ Small	„	—
	Tim Kat— „ Medium	„	—
	Fa Shang—Peanuts	„	10
	Shanghai Li—Pears American	„	—
	Sá Li—Pears Canton	„	30
	Hung Li—Plums Swatow		—
	Sin Tsi—Pears, Cooking Canton		10
	Hung Tsz—Persimmons large	„	15
	Pun Ti Po Lo—Pine-apple.....	„	12
	oranges (Canton)	lb	18
	Pears (American)	„	—
	Papaw 1st quality .....each		—
	Pine apple Cooking only ... d	„	10
	„ „ 3rd		10
	Tai Tsiu—Plantains		3
	Luk Yau—Pumelo, Amoy ... each		—
	Chim Lo Luk Yau—Pumelo, Saim		15
	San Hop Tó—Walnuts, Fresh	lb	15
	Hop To—Walnuts, Green		—
	Shanghai Lo Kwat	„	—
	VEGETABLES, &c		
	Shanghai Ya		—
	Artichokes Shanghai	„	10
	Loong Soo Ts'oi—Asparagus...doz		—
	Chuk Shun—Bamboo Soots ...	lb.	5
	Ngá Tsúi—Beans, Sprout	„	6
	Tau Kok— „ Long	„	8
	Min Tau— „ Broad	„	6
	Pin Tau— „ French, Shell...	„	20
	O Moon Bin Tau	„	—
	Macao (French)	„	—
	Hung Tau Ts'oi Sue B... ...	„	6
	Kuan Tau—Jane Short	„	—
	Ts'ing Ke—Brinjals, Green...	„	6
	Yuen Ku— „ Red.....	„	5
	Pak Ts'oi—Brassica	„	—
	Kai Ts'oi—Cabbage Chinese	„	10
	Shai Kai Ts'oi—, Shangha	„	15
	Kam Shún—Carrots	„	6
	Yo Ts'oi Fá—Cauliflower ...	each	15
	Tai Yo Ts'oi Fa—„ Large Size		—
	Chung Yo Ts'oi Fa—Cauliflower Med. Size ...	„	—
	Can Ts'oi—Celery, Canton ...	lb	9
	Yeung Can Ts'oi—Celery, Eng.	„	—
	Fu Kwa—Bitter Squash	„	8
	Kson Lát Chiu—Chilies, Dried	„	25
	T'iing Lat Tsiu—Chilies, Green	„	15
	Hung Fá Tsiu—Chilies, Red...	„	20
	TEsng Kwa—Cucumbers	„	6
	Kéb, Li Ts'oi Liu—Curry Stuff, English	„	12
	Shuen Tau—Garlic.....	„	8
	Lo Keung—Ginger, old	„	12
	Tsz Keung—Ginger, young ...	„	6
	Ts'ing Tau—Green Peas.....	„	—
	Kau Lik—Horse Radish, Sha	„	18
	Suk Mai—Sweet Corn.....piece	„	—
	Young Shang Ts'oi—Lettuce ...	lb	1
	Musa Melon.....	„	12
	Shang Tsó Ku—Mushrooms, fresh.....	lb.	30 —
	Yeung Ts'ung Tau—Onions Bombay		8
	Shang Ts'ung—Onions Green ..		—
	Yat Pun Ts'ung Tau—Onions Japanese		—
	Shanghai Ts'ung Tau—Onions, Shanghai		6
	Mó ka—Okroes	„	15
	Young Yuen Si—Parsley, Eng	„	8
	Foochow Shu Tsúi—Potatoes Foochow		—
	Shanghai Sha Tsúi—Potato Shanghai	„	3
	Yat Pun Shu Tsai—Potatoes, Japano...	„	—
	O Mun shu Tsai—Potatoes, Macao.....	„	—
	Fa Ke Shu Tsai—Potatoes, American	„	10
	Fan Shu—Potatoes, Sweet.....		—
	Tung Kwa—Pumpkin.....		4
	Chú Tsai Ts'oi—Purslane	„	—
	Hung Lo Pak Tsai—Radish ...	„	5
	Kon Ts'ung Tau—Shalots.....	„	8
	Yin Ts'oi—Spinach	„	5
	Fa Tau—Taros.....	„	8
	Fan Ke—Tomatoes.....	„	5
	Lo Pak—Spinach Chinese.....	„	6
	Tau kok.....	„	—
	Lien Ngau—Lily Root	„	10
	Yeung Lo Pak—Turnips, Eng..	„	4
	Fait Kwa—Vegetable Marrow,	„	3
	Ma Tsai —Water Chestnuts, Common	„	6
	Kwei Lam Ma Tai— Water Chestnuts, Mandarin	„	3
	Sai Yuong Ts'oi—Water Cresses	„	15
	Tai Shú—Yams	„	6
	Sage, ... per bundle	„	12

The prices necessarily vary from day to day and the Sanitary Board has no power to compel stallholders to sell at the price quoted.

W. BOWEN-ROWLANDS,
Secretary, Sanitary Board.

PETER'S UNION



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HUGO C. A. FROMM.

Hongkong, 1st September, 1913. [44-35

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Hongkong, 1st September, 1913. [44-55

POST OFFICE NOTICE.

The United States Mails ex *Korea* have been transferred to the s.s. *Australien*, due here on Monday, the 8th inst.

FOR	PER	DATE	
Hoihow and Pakhoi...	*Si-Kiang* ...	Thursday, 4th,	9.00 A M
Swatow Amoy & Formosa via Anping & Takao	*Soshu Maru*	Thursday, 4th,	9.00 A M
Hoihow, Haiphong and Pakhoi...	*Hongkong* ...	Thursday, 4th,	10.00 A M
Straits and India via Calcutta ...	*Vorwaerts*...	Thursday, 4th,	11.00 A M
Shanghai and North China ...	*Polerie*	Thursday, 4th,	11.00 A M
Swatow, Shanghai and North China ...	*Choysang* ...	Thursday, 4th,	11.00 A M
Formosa via Keelung, Japan via Moji, Victoria B.C. and Tacoma ...	*Tacoma Maru* ..	Thursday, 4th,	NOON
Bangkok ...	*Kamor*	Thursday, 4th,	1.00 P M
Macao ...	*Sui Tai* ...	Thursday, 4th,	1.15 P M
Swatow ...	*Anghin* ...	Thursday, 4th,	2.00 P M
Japan via Kuchinotzu and Kobe, Victoria, Tacoma and Vancouver ...	*Antilochus* ...	Thursday, 4th.	2.00 P M
Philippine Islands...	*Rubi* ...	Thursday, 4th.	3.00 P M
Shanghai and North China ...	*Anhui*	Thursday, 4th,	3.00 P M
Haiphong and Pakhoi	*Pongtong* ..	Thursday, 4th,	5.00 P M
Swatow, Amoy and Foochow ...	*Haiching* ..	Friday, 5th,	10.00 A M
Straits and India via Calcutta	*Kutsang* ...	Friday, 5th,	1.00 P M
Macao	*Sui Tai* ..	Friday, 5th,	1.15 P M
Japan via Yokohama	*Leuang* ...	Friday, 5th,	3.00 P M
Ningpo, Shanghai, North China and Newchwang	*Ningpo*	Friday, 5th,	5.00 P M
Philippine Islands, Angaur, Yap, Friedrich Wilhelmshafen, Rabaul, Hochstahafen, Matupi, Tasmania, New Zealand, S. and W. Australia via Brisbane	*Prinz Waldemar* ..	Saturday, 6th	8.00 A M
Philippine Islands	*Yuensang* ...	Saturday, 6th,	1.00 P M
Macao	*Sui Tai* ..	Saturday, 6th,	1.15 P M
Shanghai and North China (EUROPE via SIBERIA)	*Chaisang* ...	Saturday, 6th,	5.00 P M
Shanghai and North China	*Hongsang* ...	Saturday, 6th,	5.00 P M
Swatow	*Haiman* ...	Sunday, 7th,	9.00 A M
Swatow, Amoy and Formosa via Tamsui ...	*Daigo Maru* ..	Sunday, 7th,	9.30 A M
Swatow, Amoy and Foochow	*Haiyang* ...	Tuesday, 9th,	10.00 A M
		Tuesday, 9th, Printed Matter and Samples ...	10.00
		Registration	10.15 A M
		Registration with late fee of 10 cents up to 11.00 A M	
		Registration B.O ...	Kowloon 10.15 A M
		Letters ...	11.00 A M
SUDOS, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, SUEZ and EUROPE via MARSEILLES (Late Letters 11 to NOON Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	*Australien* ...		
Weihaiwei and Tientsin	*Chongqing* ...	Tuesday, 9th,	11.00 M
Straits and India via Calcutta ...	*Irumsang* ...	Tuesday, 9th,	1.00 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash.	*Awa Maru* ...	Tuesday, 9th,	3.00 P M
Philippine Islands...	*Taming*	Tuesday, 9th,	3.00 P M
Straits and Ceylon ...	*Kitano Maru* ...	Tuesday, 9th,	5.00 P M
Swatow, Amoy, Shanghai and North China ...	*Kweilin*	Wednesday, 10th,	10.00 A M
		Wednesday, 10th, Printed Matter and Samples ...	10.30 A M
		Registration	10.00 A M
		Registration with late fee of 10 cents up to	10.45 A M
		Registration B.O.... ...	Kowloon 9.30 A M
		Letters ...	11.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE via SIBERIA) ...	*Empress of Russia*		
Shanghai and North China	*Luchow*	Thursday, 11th,	3.00 P M
Swatow, Amoy and Foochow	*Haitan*	Friday, 12th,	10.00 A M
Weihaiwei and Tientsin...	*Kuerchow*	Saturday, 13th,	10.00 A M
		Saturday, 13th, Printed Matter, and Samples	10.00 A M
		Registration ...	10.00 A M
		(Registration with late fee of 10 cents, up to 10.45 A M)	
		Registration B.O. at	Kowloon 9.30 A M
		Letters	11.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA, and CANADA via SAN FRANCISCO	*Persia* ...		
STRAITS, BURMAH, CEYLON, ADELAIDE WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRINDISI ... Late Letters 11.00 to NOON. (Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)... ... The Parcel mail will be closed on Friday, the 12th inst., at 5 p.m. ...	*Devanha*...		
Philippine Islands	*Loongsang* ..	Saturday, 13th,	1.00 P M

COMMERCIAL.

CLOSING QUOTATIONS.

September 3rd.

ON LONDON:—	
Telegraphic Transfer	1/11⅞
Bank Bills, on demand	1/11 15/16
Bank Bills, at 30 days' sight	2/-
Bank Bills, at 4 months' sight	2/-⅛
Credits, at 4 months' sight	2/-1/16
Documentary Bills 4 months' sight	2/-1/16
ON PARIS:—	
Bank Bills, on demand	251½
Credits, at 4 months' sight	256
ON GERMANY:—	
On demand	203
ON NEW YORK:—	
Bank Bills, on demand	48½
Credits, at 60 days' sight	49½
ON BOMBAY:—	
Telegraphic Transfer	148⅜
Bank, on demand	149
ON CALCUTTA:—	
Telegraphic Transfer	148⅜
Bank, on demand	149
ON SHANGHAI:—	
Bank, at sight	73⅛
Private, 30 days' sight	74
ON YOKOHAMA:—On demand	97
ON MANILA:—On demand—Pesos—98	
ON SINGAPORE:—On demand	85⅛
ON BATAVIA:—On demand	120⅜
ON HAIPHONG:—On demand	1¼% pm.
ON SAIGON:—On demand	1 "
ON BANGKOK:—On demand	77⅛
SOVEREIGNS, Bank's Buying Rate	$9.95
GOLD LEAF, 100 fine, per tael	$32.90
BAR SILVER, per oz.	27 9/16

SUBSIDIARY COINS.

			per cent.
Chinese	20 cents pieces,	$7.41	discount.
Chinese	10 "	$7.58	"
Hongkong	20 "	$6.34	"
Hongkong	10 "	$5.27	"

MAILS VIA SIBERIA.

London Date	Due Shanghai
August 15th.	August 30th.
August 16th.	September 1st.

"SPECIALS" Egyptian Cigarettes.

"SPECIALS" ARE DELIGHTFULLY MILD AND AROMATIC. GREAT CARE HAS BEEN TAKEN IN THE BLENDING AND MANUFACTURE OF THIS BLEND TO ENSURE ITS BEING ACCEPTABLE TO THE SMOKER OF MOST DELICATE TASTE.

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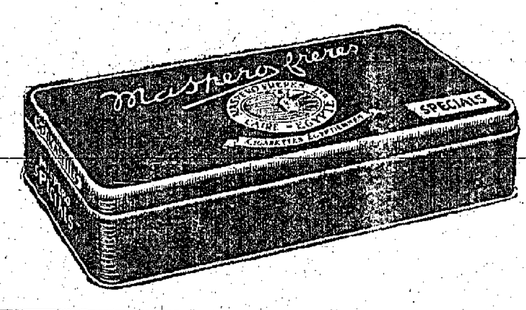

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SHARE LIST.—QUOTATIONS.

HONGKONG 3RD SEPTEMBER, 1913.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D
BANKS,—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$79-½ sal.&sel / L'don £81	5½ p.c.
China Borneo Company, Limited	60,000	$12	all	$10	8⅓ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4¼, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$8½, sal. & buy.	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls 127½	
Hongkong Cotton Spinning Co., Ld.	125,000	$10	all	$9½	
Dairy Farm Company, Limited	40,000	$7½		$7, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$92½, buyers	5 p.c.
H'kong. and Whampoa Dock Co., Ld.	50,000	$50	all	$60	3 p.c.
New Amoy Dock Co., Limited...	10,000	$6¼	all	$8½	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 53, buyers	
S'hai. and Hongkew Wharf Co., Ld...	56,000	Tls. 100	all	Tls. 105	
Green Island Cement Co., Limited...	400,000	$10	all	$6.60	
Hongkong Electric Co., Limited ...	60,000	$10	all	$38, buyers	4 p.c.
Hongkong Hotel Company, Limited	12,000		all	$125	5 p.c.
	8,000	$50	$25	$90	
Manila Métropole Hotel, Limited ...	15,000	Ps. 10	all	P8½, sellers	
Hongkong Ice Company, Limited ...	5,000	$25	all	$175 sellers	5½ p.c.
Hongkong Rope Manufacturing Co., Ld...	60,000	$10	all	$2½, sellers	9½ p.c.
H'kong. & South China Steam Fishers, Co., Ld.	15,000	$10	all	$2, buyers	
Hongkong Steel Foundry Co., Ld. ...	15,000	$10	all	$10	
Hongkong Tramway Co., d.	326,000	5/-	all	8/-, buyers	
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$5.5, buyers	6 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$143, buyers	6⅔ p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$5'8, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£5	£5	Tls. 137½	
Union Insurance Society, Limited ...	12,400	$500	$100	$786 sales	6⅓ p.c.
Yangtsze Insurance Association, Ld ..	12,000	$100	$50	$190, ex Ex 75	
LANDS AND BUILDINGS—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$116	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$9, buyers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$40	$46, buyers	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 80	
West Point Building Co., Limited	13,500	$50	all	$72	5⅓ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	25,000	Gls. 10	all	Tls. 20, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld ..	1,000,000	£1	all	30/-	
Henwood Tin and Rubber Estate, Ld .	822,000	2/-	all	5/6	
Rand Australian Gold Mining Co., Ld	200,000	£1	all	£1½	
Tronoh Mines, Limited ...	160,000	£1	all	62/-	
Peak Tramways Co., Limited ...	25,000	$10	all	$10	7½ p.c.
	50,000	$10	$1	$5.90	
Philippine Co., Limited ...	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	15,000	$50	all	$40, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited ...	20,000	$100	all	$97	3 p.c.
Luzon Sugar Refining Co., Limited ...	7,000	$100	all	$55	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld .	30,000	$25	all	$9	
Douglas Steamship Co., Limited,	20,000	$50	all	$53	5 p.c.
H'kong., Canton & Macao S. B. Co., Ld.	30,000	$15	all	$29½, sellers	7½ p.c.
Indo-China Steam Navigation Co. Ld	60,000 pref. / 60,000 def.	£5	all	$75 / $28	
Shell Transport & Trading Co., Ld .	2,500,000	£1	all	10s/-, buyers	6 p.c.
Star Ferry Company, Limited	30,000	$10	all	$57, buyers	3⅓ p.c.
South China Morning Post, Limited	6,000	$25	all	$22	
Steam Laundry Company, Limited	20,000	$5	all	$4½, sellers	
STORES AND DISPENSARIES.—					
Campbell, Moore & Co., Limited	1,200	$10	all	$25	
Powell, Wm., Limited	15,000	$7	all	$11, sellers	4 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$7½, buyers	
Weissmann, Limited ...	3,000	$10	all	$51, buyers	
Union Waterboat Co., Limited ...	50,000	$10	all	$17, buyers	5½ p.c.

Para Rubber in London ... ... 3/7½ per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERRON & SMYTH, *Share Brokers.*

TO-DAY

10 a.m.—Old and Surplus Naval and Victualling Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.

FORTHCOMING EVENTS.

Saturday, 6th Sept.:—
9.15 p.m.—Grand Concert and Variety Entertainment at the Theatre Royal.

Wednesday, 10th Sept.:—
5 p.m.—U.S.R.C. Extraordinary General Meeting at the Club Ground.

Wednesday, 24th Sept.:—
Noon—Douglas Steamship Co., Ltd., Meeting of Shareholders.

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PETER'S, NESTLE'S AND KOHLER'S CHOCOLATES.

COMPETITION NO. 6. (August).

PRIZE ANNOUNCEMENT.

WE have pleasure in announcing the result of the "COUPLET" Competition as advertised during August:—

In our opinion the best collection of COUPLETS has been sent in by one whose nom de plume is "EBO," and a WRIST WATCH has been awarded accordingly.

Prizes of Chocolate have also been awarded to the following:

"FIRST ATTEMPT."
"ICHIP."
"X. Y. Z."
"CHIRIP."
"AMOR."

[34-2

A ROYAL DRINK

"KING GEORGE IV."

SCOTCH WHISKY.

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